

## **5.1 Land Use and Relevant Planning**

## 5.1 LAND USE AND RELEVANT PLANNING

This section identifies the existing land use conditions, evaluates the project's consistency with relevant planning policies, and recommends mitigation measures that would avoid or lessen the significance of potential impacts. This section identifies on-site and surrounding land use conditions and relevant land use policies and regulations, as set forth by the City of Seal Beach. Information in this section is based upon the *City of Seal Beach General Plan* (General Plan), dated December 2003, and the *City of Seal Beach Municipal Code* (Municipal Code).

### 5.1.1 EXISTING SETTING

The project site is located in northwestern Orange County, in the southern portion of the City of Seal Beach (City); refer to Exhibit 3-1, Regional Vicinity. The project site is generally bounded by Marina Drive to the north, 1<sup>st</sup> Street to the east, a public parking lot (i.e., the River's End Staging Area [RESA]) to the south, and the San Gabriel River to the west.

### ONSITE LAND USES

The project involves an approximately 10.9-acre site and encompasses all or portions of the following five parcels: Assessor's Parcel Number (APN) 043-171-02; APN 043-172-07; APN 043-172-08; APN 043-172-12; and APN 043-172-13. The site's topography generally slopes south and west, toward the Pacific Ocean and San Gabriel River, respectively. The project site is illustrated in Exhibit 3-4, Area Layout, and the project areas are outlined in Table 5.1-1, Summary of Project Site.

**Table 5.1-1  
Summary of Project Site**

Area <sup>1</sup>	Assessor's Parcel Number	Square Feet	Acres
<b>1996 DWP Specific Plan Area</b>			
1 through 6	APN 043-171-02	69,696	1.60
	APN 043-171-08	56,628	1.30
	"APN 043-171-13/ Ocean St. extension"	339,158	7.79
<i>Subtotal 1996 DWP Specific Plan Area</i>		<i>465,482</i>	<i>10.7</i>
<b>Other Areas</b>			
7	APN 043-171-07 (In part)	2,400	0.05
8	APN 043-171-12	7,626	0.15
<i>Subtotal Other Areas</i>		<i>12,126</i>	<i>0.2</i>
<b>Total Project Area<sup>2</sup></b>		<b>477,608</b>	<b>10.9</b>
Notes:			
1. Refer to <u>Exhibit 3-4, Area Layout</u> , which illustrates the project Areas.			
2. Additionally, the area of street dedication involves approximately 0.05 acres.			

The numeric labels that have been assigned to the various project areas, as indicated on Exhibit 3-4 and Table 5.1-1, comprise the project site in its entirety. These labels will be used throughout this section for clarification and analysis purposes. The project areas are further described below.

Areas 1 – 6. These areas encompass the 10.7-acre property which is known as the City of Los Angeles Department of Water and Power Specific Plan Area (DWP Specific Plan); refer to the *1996 DWP Specific Plan* Section below for further discussion. The DWP Specific Plan consists predominantly of undeveloped land containing disturbed non-native grassland. Currently, Area 1 is improved with landscaping and a sidewalk. Area 2, which extends from the southern terminus of 1<sup>st</sup> Street to the southern project boundary, is a paved driveway that provides access to the public parking lot (RESA) and public beach located south of the project site. Areas 3, 5, and 6 are vegetated with non-native grasslands, although these are subject to routine maintenance activities (i.e., soil tilling and weed removal) and off-road vehicle use.

The western portion of the DWP Specific Plan (Area 4) includes a segment of the San Gabriel River Trail and extends into the San Gabriel River. The San Gabriel River Trail is a paved approximately 35-mile regional recreational trail that runs along the eastern boundary of the San Gabriel River. The trail extends from the base of the San Gabriel Mountains in the City of Azusa to the RESA. The San Gabriel River drains a watershed that extends from the San Gabriel Mountains to the Pacific Ocean. The River empties into the outlet of Alamitos Bay southwest of the project site.

Area 7. Area 7 totals approximately 0.06 acres and is located adjacent to and northwest of the DWP Specific Plan site. This property is a part of the off-site commercial property to the northwest and contains one on-site occupied single-family dwelling.

Area 8. Area 8 totals approximately 0.2 acre and is located at the northeast corner of the project site. This area consists of the current 1<sup>st</sup> Street right-of-way (ROW) and includes roadway pavement, curb/gutter, sidewalk, and ornamental landscaping (i.e., a row of palm trees). Area 8 was acquired by the City from DWP in 1977.

Additionally, the area of street dedication totals approximately 0.05 acre and is located adjacent to and northwest of the DWP Specific Plan site. This property is a part of the off-site commercial establishment and consists of a boat parking area.

## **SURROUNDING LAND USES**

The land uses that surround the project site are further described below.

- North: Marina Drive bounds the project site to the north. Additionally, a commercial use is located adjacent to the project site's northwest corner. The land uses located beyond Marina Drive include a recreational use (Marina Park) to the northeast and multi-family residential uses (River Beach Townhomes by the Sea) to the northwest. Marina Center and Park provides a tot lot, tennis, handball, and basketball courts, baseball fields, and a covered picnic area. As illustrated on the General Plan Land Use Element Figure 6, *City of Seal Beach Land Use Map*, the land uses located north of the project site are designated Residential High Density, Industrial – Oil Extraction, and Park. These land uses are zoned RHD-33 (Residential High Density-33), OE (Oil Extraction), and OS-PR (Open Space Parks and Recreation); refer to the City of Seal Beach Zoning Map (Old Town & Bridgeport).

- East: 1<sup>st</sup> Street bounds the project site to the east and Downtown Seal Beach is located further east, beyond the roadway. Downtown Seal Beach is characterized by Main Street, the City's traditional commercial core. A pedestrian-oriented mix of commercial and office uses, surrounded by a mix of housing types and institutions, exist in this area. The land uses located east of the project site are designated Residential Low Density and Residential High Density. These land uses are zoned RLD-9 (Residential Low Density 9) and RHD-20 (Residential High Density-20).
- South: A public parking lot (RESA) and public beach are located south of the project site. The Pacific Ocean is located further south, beyond the RESA. The RESA is utilized as a recreational staging area for the San Gabriel River Trail and local beach area. The RESA totals 2.70 acres and includes the following land uses: 114 paved surface parking spaces; a commercial use (i.e., River's End Café); a grassy, landscaped windsurfing rigging area (i.e., Windsurf Park); and additional appurtenant structures and facilities.<sup>1</sup> The public beach access located southeast of the project site consists of an approximately 0.5-mile stretch of sand and beach. Windsurf Park provides 0.4 acres of public recreational uses. Vehicular and pedestrian access to the RESA and public beach is provided via 1<sup>st</sup> Street. The land uses located south of the project site are designated Beach and zoned BEA (Beach). Seal Beach and Windsurf Park are designated Regional Beach/Park; refer to General Plan Open Space/Recreation and Conservation Element Figure OS-1, *Existing Parks, Recreation, and Open Space Areas*.
- West: The San Gabriel River Trail is located west and adjacent to the western portion of the project site. The San Gabriel River is located further west, adjacent to the trail. There is no General Plan designation or zoning applied to the trail and river. The San Gabriel River corridor is designated Greenbelt; refer to General Plan Open Space/Recreation and Conservation Element Figure OS-1.

## PROPOSED FUTURE LAND USES

As noted above, the RESA is located south of the project site, while the San Gabriel River Trail traverses and bisects the western edge of the site. The RESA and San Gabriel River Trail comprise the two primary components in the Rivers End Staging Area and San Gabriel River Bikeway Enhancement Plan project, as illustrated on Exhibit 2-3 of the *Rivers End Staging Area & San Gabriel River Bikeway Enhancement Plan Public Review Draft Initial Study/Mitigated Negative Declaration* (Enhancement Plan IS/MND). Refer to [Section 5.13, \*Public Services and Utilities \[Recreation\]\*](#), regarding the Enhancement Plan's proposed improvements.

## JOINT FORCES TRAINING BASE/LOS ALAMITOS ARMY AIRFIELD

The Joint Forces Training Base/Los Alamitos Army Airfield (JFTB/LAAAF) is located approximately 3.7 miles northeast of the project site. More specifically, the JFTB/LAAAF is located in the City of Los Alamitos, northeast of the intersection of Los Alamitos Boulevard and the San Diego Freeway (I-405). The LAAAF is an instrumented, military airfield operated by the California Army National Guard (CA-ARNG) on the 1,400-acre JFTB. Presently, approximately 30

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<sup>1</sup> RBF Consulting, *Rivers End Staging Area & San Gabriel River Bikeway Enhancement Plan Public Review Draft Initial Study/Mitigated Negative Declaration*, Page 2-1, February 2010.

helicopters of the 40<sup>th</sup> Aviation Brigade are assigned to the Los Alamitos Army Aviation Support Facility. Several United States Army Reserve C-12 airplanes and approximately six United States Department of Agriculture (USDA)/California Department of Food and Agriculture (CDFA) aircraft operate from the LAAAF. Over 700 military, civilian, and contract personnel are assigned at Los Alamitos on a full-time basis to support training, services, and operations. Refer to the *Airport Environs Land Use Plan for the Joint Forces Training Base Los Alamitos* Section below for further discussion regarding relevant policies and regulations.

## 5.1.2 REGULATORY SETTING

### CALIFORNIA COASTAL ACT

The California Legislature enacted the California Coastal Act (Act) in 1976. The Act established a statewide coastal management program and made permanent the California Coastal Commission (Commission), as it exists today. The management of the Pacific Coast segment of the California Coastal Management Program is administered by the Commission. The Coastal Act includes specific policies that address issues such as shoreline public access and recreation, lower cost visitor accommodations, terrestrial and marine habitat protection, and visual resources, among others. The Coastal Act policies constitute the statutory standards applied to planning and regulatory decisions made by the Commission and by local governments, pursuant to the Coastal Act.

The Act created a “Coastal Zone” that extends 1,000 yards inland from the mean high tide line. The Coastal Zone, which was specifically mapped by the State Legislature, varies in width from several hundred feet in highly urbanized areas up to five miles in certain rural areas, and offshore the Coastal Zone includes a three-mile-wide band of ocean. For any city or county government whose area includes land in the Coastal Zone, the Act mandates preparation of a Local Coastal Program (LCP), in order to guide future development and ensure that coastal resources are properly utilized and fully protected. It is noted that the project site is situated entirely within the California Coastal Zone.

### Local Coastal Program

Local Coastal Programs (LCPs) are basic planning tools used by local governments, in partnership with the Commission, to guide development in the Coastal Zone. LCPs contain the ground rules for future development and protection of coastal resources. The LCPs specify the appropriate location, type, and scale of new or changed uses of land and water. Each LCP includes a land use plan and measures to implement the plan (such as a Zoning Ordinance). These LCPs, which are prepared by local government, govern decisions that determine the short- and long-term conservation and use of coastal resources. Along with the unique characteristics of individual local coastal communities, the LCPs must also address regional and statewide interests and concerns, in conformity with Coastal Act goals and policies. Following adoption by a city council or county board of supervisors, an LCP is submitted to the Commission for review for consistency with Coastal Act requirements. The City is currently developing a Local Coastal Program consistent with the California Coastal Act.

## Coastal Act Planning and Management Policies

The Coastal Act (Public Resources Code Section 30200, *Coastal Resources Planning and Management Policies*) contains specific policies pertaining to Public Access, Recreation, Marine Environment, Land Resources, Development, and Industrial Development; refer to Table 5.1-4, *Coastal Act Consistency Analysis*, provided in Section 5.1.4, *Impacts and Mitigation Measures*, below. These policies are implemented primarily through the coastal development permit process; the development, certification, implementation, and amendment of LCPs; and the federal consistency review process. The policies outlined in Section 30200 constitute the standards by which the permissibility of a proposed development subject to the provisions of Section 30200 is determined.

## Coastal Development Permit

In addition to the City's requirements, a Coastal Development Permit (CDP) is required by the Coastal Commission because the property is located within the Coastal Zone and the City does not have a certified LCP.

## REGIONAL PLANS AND POLICIES

Regional plans/policies created by planning agencies such as the Southern California Association of Governments (SCAG) and the South Coast Air Quality Management District (SCAQMD) influence land use planning in the City of Seal Beach.

### Southern California Association of Governments

SCAG functions as the Metropolitan Planning Organization (MPO) for six counties: Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial. The region encompasses a population exceeding 19 million persons in an area of more than 38,000 square miles. As the designated MPO, SCAG is mandated by the Federal government to research and draw up plans for transportation, growth management, hazardous waste management, and air quality. Additional mandates exist at the State level. SCAG is responsible for the maintenance of a continuous, comprehensive, and coordinated planning process. SCAG is also responsible for the development of demographic projections, as well as the development of the integrated land use, housing, employment, transportation programs, measures, and strategies for portions of the SCAQMD's *2007 Air Quality Management Plan for the South Coast Air Basin* (2007 AQMP).

The Orange County Council of Governments (OCCOG) is one of 14 Subregional Organizations that make up SCAG. The OCCOG consists of 34 cities, including Seal Beach, and has a combined population of approximately 3.6 million people. The OCCOG was formed for the following broad purposes, among others:

- To facilitate area-wide planning and coordination in order to provide advice to public entities on a range of issues that affect multiple interests in Orange County;
- To create a unified subregional organization, which will improve Orange County's abilities to be represented in the Southern California region, the State of California, and the nation on issues and matters that affect collective Orange County interests; and

- To accomplish the preparation of subregional plan components mandated by state and federal law.

### ***Regional Comprehensive Plan***

SCAG's *2008 Regional Comprehensive Plan: Helping Communities Achieve a Sustainable Future* (2008 RCP) addresses regional issues such as housing, traffic/transportation, water, and air quality. The 2008 RCP serves as an advisory document to local agencies in the Southern California region for their information and voluntary use in preparing local plans and handling local issues of regional significance. The 2008 RCP presents a vision of how Southern California can balance resource conservation, economic vitality, and quality of life. The 2008 RCP identifies voluntary best practices to approach growth and infrastructure challenges in an integrated and comprehensive way. It also includes goals and outcomes to measure progress toward a more sustainable region.

SCAG's Intergovernmental Review (IGR) Section is responsible for performing a consistency review of local plans, projects, and programs with regional plans. There are two sets of minimum criteria for classification of projects as regionally significant: Criteria 1 through 12 are recommended for use by *CEQA Guidelines* Section 15206; and Criteria 13 through 22 reflect SCAG's mandates and regionally significant projects that directly relate to policies and strategies contained in the 2008 RCP.<sup>2</sup>

### ***Regional Transportation Plan (2008 RTP)***

On May 8, 2008, SCAG adopted its *2008 Regional Transportation Plan: Making the Connection* (2008 RTP). The 2008 RTP presents the transportation vision for the SCAG region through the year 2035 and provides a long-term investment framework for addressing the region's transportation and related challenges. The 2008 RTP focuses on maintaining and improving the transportation system through a balanced approach and considers system preservation, operation, and management, improved coordination between land-use decisions and transportation investments, and strategic expansion of the system to accommodate future growth.

### ***Compass Blueprint Growth Visioning Program***

In 2001, SCAG started a regional visioning process (i.e., Southern California Compass) to develop a strategy for regional growth that would accommodate growth while providing for livability, mobility, prosperity, and sustainability. This process was spearheaded by the Growth Visioning Subcommittee, which consists of civic leaders from throughout the region. The result is a shared "Growth Vision" for Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura Counties. The Compass Blueprint Growth Vision is a response, supported by a regional consensus, to the land use and transportation challenges facing Southern California now and in the coming years. The Growth Vision is driven by four key principles: mobility- getting where we want to go; livability- creating positive communities; prosperity- long-term health for the region; and sustainability- promoting efficient use of natural resources. The *Growth Vision Report* (GVR) presents the comprehensive Growth Vision for the six-county SCAG region as well as the achievements of the Compass process. It details the evolution of the draft vision, from the study of emerging growth

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<sup>2</sup> Southern California Association of Governments Website, Intergovernmental Review Section, <http://www.scag.ca.gov/igr/clist.htm>, Accessed August 18, 2011.

trends to the effects of different growth patterns on transportation systems, land consumption, and other factors. The GVR concludes with a series of implementation steps – including tools for each guiding principle and overarching implementation strategies – that will guide Southern California toward its envisioned future.

### ***Jobs/Housing Balance***

At the regional level, the emphasis has been placed primarily on achieving a balance of employment and housing opportunities within the subregions. This regional concept, referred to as jobs/housing balance, encourages the designation and zoning of sufficient vacant land for residential uses with appropriate standards to ensure adequate housing is available to serve the needs derived from the local employment base. The jobs/housing ratio can be used as the general measure of balance between a community's employment opportunities and the housing needs of its residents. A rate of 1.0 or greater generally indicates that a City provides adequate employment opportunities, potentially allowing its residents to work within the City. A desirable jobs/housing balance improves regional mobility (traffic), reduces vehicle miles traveled, and improves air quality. Conversely, imbalance between a City's jobs and housing increases commutes, with resultant increases in traffic volumes and air emissions, and overall reduces the quality of life. Based on approximately 11,559 jobs (year 2010 estimate)<sup>3</sup> and 14,558 dwelling units (DU) (see Table 5.12-2, *Housing Data*), the City's jobs/housing ratio is approximately 0.79, which indicates that the City has insufficient employment opportunities for its residents.

### **South Coast Air Quality Management Plan**

The SCAQMD is one of 35 air quality management districts that have prepared Air Quality Management Plans to accomplish a five-percent annual reduction in emissions. The 2007 AQMP relies on a multi-level partnership of governmental agencies at the Federal, State, regional, and local levels. The 2007 AQMP proposes policies and measures to achieve Federal and State standards for improved air quality in the South Coast Air Basin and those portions of the Salton Sea Air Basin (formerly named the Southeast Desert Air Basin) that are under SCAQMD jurisdiction.

The 2007 AQMP also addresses several State and Federal planning requirements and incorporates significant new scientific data, primarily in the form of updated emissions inventories, ambient measurements, new meteorological episodes, and new air quality modeling tools. The 2007 AQMP is consistent with and builds upon the approaches taken in the 2003 Air Quality Management Plan, the 1997 Air Quality Management Plan, and the 1999 Amendments to the Ozone State Implementation Plan for the South Coast Air Basin for the attainment of the Federal ozone air quality standard. Refer to Section 5.6, *Air Quality*, for an evaluation of the project's consistency with the 2007 AQMP.

### **Airport Environs Land Use Plan for Joint Forces Training Base Los Alamitos**

The JFTB/LAAAF is within the oversight of the Orange County Airport Land Use Commission (ALUC). The ALUC is required to prepare and adopt an airport land use plan for each of the airports within its jurisdiction. The ALUC prepared the Airport Environs Land Use Plan (AELUP) for the Joint Forces Training Base Los Alamitos (Final Draft December 19, 2002). The AELUP

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<sup>3</sup> Southern California Association of Governments, *Adopted 2008 RTP Growth Forecast by City*, <http://www.scag.ca.gov/forecast/adoptedgrowth.htm>, October 25, 2011.



intends “to safeguard the general welfare of the inhabitants within the vicinity of the airport and to ensure the continued operation of the airport. Specifically, the plan seeks to protect the public from the adverse effects of aircraft noise, to ensure that people and facilities are not concentrated in areas susceptible to aircraft accidents, and to ensure that no structures or activities adversely affect navigable airspace.”<sup>4</sup>

Land uses within the AELUP planning area boundaries are required to conform to safety, noise, and height restrictions. Public Utilities Code Section 21675(c) requires that area surrounding any airport which affects, or is affected by, aircraft operations be embraced by the boundaries of its compatibility plan (i.e., AELUP). The planning area sets limits of the area within which proposed land use projects are to be referred to the ALUC for review. Planning area boundaries are determined by the location and configuration of the airport included in the plan, and the extent of the noise and safety impacts associated with that airport, with certain exceptions. The overall planning area is the furthest extent of the 60 CNEL Contour, the FAR Part 77 Notification Surface, and the runway safety zones associated with the airport. In most instances, the airport influence area is designated by the ALUC as its planning area boundary for the airport and the two terms can be considered synonymous. The Airport Influence Area for Joint Forces Training Base Los Alamitos Map<sup>5</sup> depicts the JFTB's Airport Planning Area, as defined by Subdivision (b) of Section 11010 of the California Business and Professions Code Relating to the "Notice of Airport in Vicinity." As indicated on the Map, the project site is not located within the JFTB Airport Planning Area (i.e., the 60 CNEL Contour, the FAR Part 77 Notification Surface, or the runway safety zones). Therefore, no further analysis is required regarding compatibility with the JFTB AELUP is warranted.

### **Air Installation Compatibility Use Zone Study**

As required by the Department of Defense Air Installation Compatibility Use Zone (AICUZ) Program, the AICUZ Study for the JFTB was completed in June 1995. The Study is intended to inform the public and serve as a planning guide for the Department of Defense, the United States Army, the California National Guard, and local governments. The document focuses on identifying and examining impacts on adjacent communities associated with aircraft noise and aircraft accident potential from the JFTB. The Study's primary objective is to identify existing or future land uses that are or could become incompatible with flight operations at the JFTB.

The Clear Zones were depicted in the June 1, 1994 Final AICUZ Study (Exhibit 4a and 4b of Appendix D). The AICUZ Study identifies Clear Zones that are located entirely within the boundaries of the JFTB. The Study does not identify any off-base accident potential zones. The project site is not located within an identified Clear Zone. Therefore, no further analysis is required regarding compatibility with the AICUZ Study.

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<sup>4</sup> County of Orange Airport Land Use Commission, *Airport Environs Land Use Plan for Joint Forces Training Base Los Alamitos, Final Draft*, Page 1, December 19, 2002.

<sup>5</sup> Orange County Airport Land Use Commission Website, <http://www.ocair.com/Commissions/ALUC/Docs/losalnotf.pdf>, Accessed August 16, 2011.

## LOCAL PLANS AND POLICIES

### City of Seal Beach General Plan

The General Plan, which was adopted in December 2003, serves as a policy guide for determining the City's appropriate physical development and character. The General Plan is founded upon the community's vision for Seal Beach and expresses the community's long-term goals. The General Plan consists of the Land Use Map and the following eight Elements, which together fulfill the State requirements for a general plan: Land Use; Circulation; Open Space/Recreation and Conservation; Safety; Housing; Noise; Cultural Resources; and Growth Management. The General Plan Elements relevant to the proposed project are further discussed below. The General Plan Goals, Objectives, and Policies relevant to the proposed project are outlined in Table 5.1-5, *General Plan Consistency Analysis*, according to General Plan Element (Table 5.1-5 is provided in Section 5.1.4).

#### *Land Use Element*

The Land Use Element is intended to designate the proposed general distribution, location, and extent of land uses within Seal Beach and establish population density and building intensity standards. The Land Use Element serves as the long-range planning guide for development in the City by identifying and analyzing the location and extent of the development to be permitted, and establishing the City's character and identity through 2025.

#### Planning Area 1 - Old Town/Surfside

The City is strategically divided into five Planning Areas. These Planning Areas enable the City to more specifically determine and consider future development by identifying potential existing and future land use issues. As illustrated on Land Use Element Figure 1, *Planning Area 1 Land Use Map*, the project site is located within the boundaries of Planning Area 1 - Old Town/Surfside. Planning Area 1 encompasses approximately 331-gross-acres and includes the following:

- DWP Specific Plan (i.e., the project site, in part);
- Downtown Seal Beach/Main Street Specific Plan;
- Pacific Electric Right-of-Way Specific Plan; and
- Surfside Colony.

The Land Use Element notes the following regarding the DWP Specific Plan:

*Formerly the location of a large power plant for the Los Angeles Gas and Electric Company (now the Department of Water and Power), this site has an excellent view of the Long Beach Marina and northern coastline as far north as Palos Verdes. Considering these positive factors in combination with a high land value (attributed to location and access), this site has potential for visitor-serving land uses and open space land uses. The potential for the development of a hotel use is also deemed feasible for this site.*

*Particular attention should be given to the question of pedestrian access to the river's edge and to the creation of a landscape walkway and linear buffer along the entire length of the San Gabriel River from Westminster Avenue to the beach ...*

The DWP Specific Plan sets forth the land use development plan and general development standards for the property within the project area; refer to the 1996 DWP Specific Plan Section below.

### Land Use Plan Designations

A general plan land use designation recognizes the type and nature of development permitted in a given location within a city. The City of Seal Beach Land Use Element contains 17 land use designations under the following six land use categories: Residential; Commercial; Industrial; Public; Quasi-Industrial; and Military. General Plan Land Use Element Figure 6, *City of Seal Beach Land Use Map*, illustrates the City's land use designations.

The project site's existing land use designations are illustrated on Exhibit 5.1-1, *Existing Land Use Designations*, and outlined in Table 5.1-2, *Summary of Existing Land Use Designations*. As indicated in Table 5.1-2, the majority of the project site (9.5 acres) is designated Open Space. The remainder of the project site (1.5 acres) has no land use designation.

**Table 5.1-2  
Summary of Existing Land Use Designations**

Area <sup>1</sup>	Existing General Plan Land Use Designation/Category <sup>2</sup>	Acres
1*	Open Space Designation (Public Land Use Category)	0.25
2*		0.23
3*		4.74
5* (in part)		4.12
6*		0.05
7		0.06
<i>Subtotal Open Space Designation</i>		<i>9.4</i>
4*	No Designation	1.19
5* (in part)		0.11
8		0.18
<i>Subtotal Not Designated</i>		<i>1.5</i>
<b><i>Total Project Area</i></b>		<b><i>10.9</i></b>
* Denotes the area is within the DWP Specific Plan, with 9.4 acres designated Open Space and 1.3 acres not designated.		
Notes:		
1. These project Areas correspond with <u>Exhibit 5.1-1, <i>Existing Land Use Designations</i></u> , which illustrates the project site's existing General Plan land use designations.		
2. City of Seal Beach, City of Seal Beach General Plan Land Use Element Figure 6, <i>City of Seal Beach Land Use Map</i> , December 2003.		

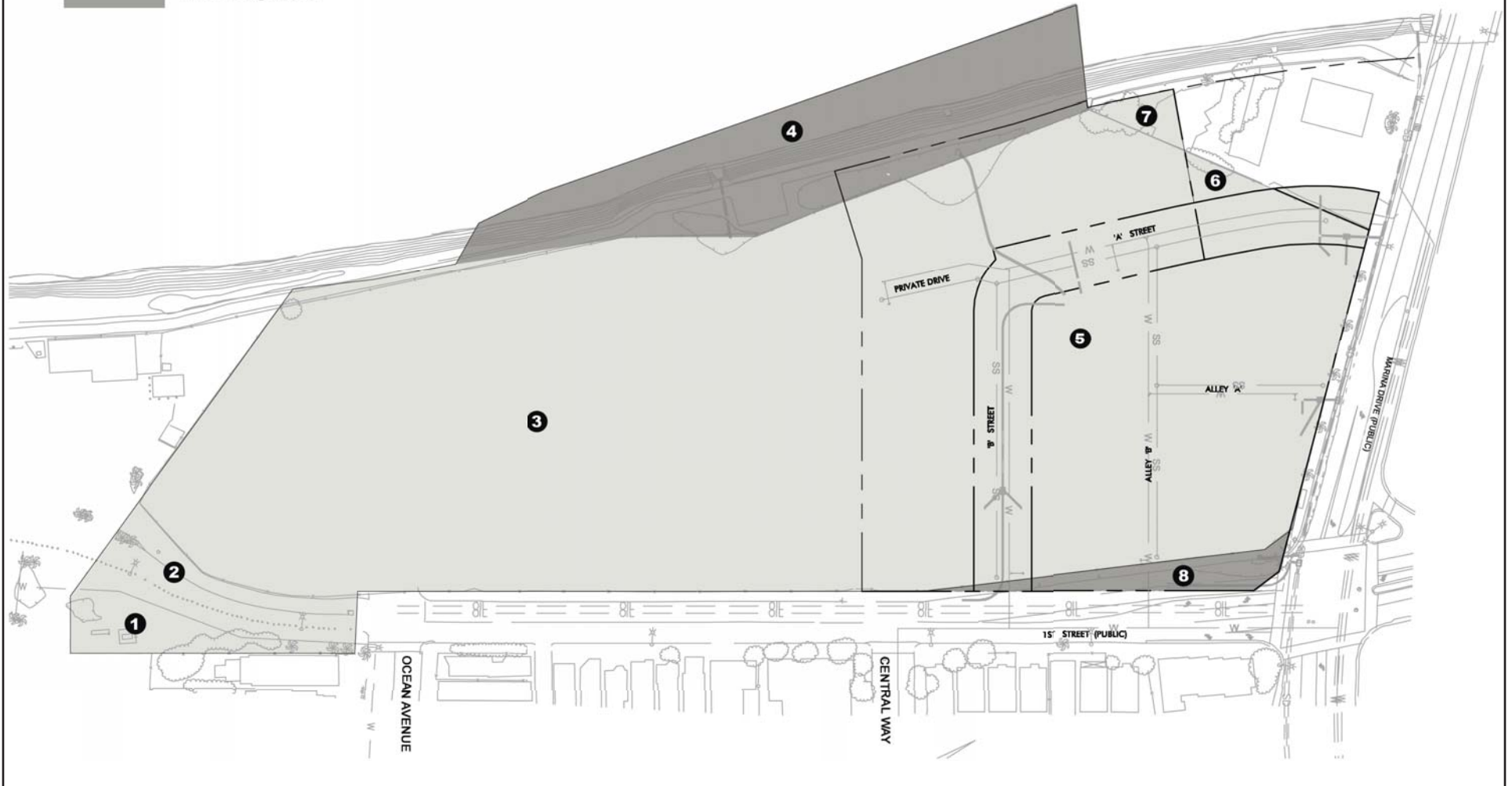
The Land Use Element further describes the Public Land Use category and Open Space designation as follows:

*Public uses involve a wide range of places, buildings, activities, and services rendered by public agencies in behalf of the general public. Administrative, educational, cultural, recreational, and protective activities are the usual public uses included in this land use category.*

*The principal recreation and open space area for the City is the beachfront. Because the beachfront is more of a regional recreation attraction, it does not serve the immediate park and open space needs for the northern portion of the community. The Coastal Area and Marina Hill are served well by the excellent beachfront and the fairly natural and unimproved Gum Grove Park.*

# Seal Beach General Plan Land Use Designations

- Open Space
- Not Designated



NOT TO SCALE

**RBF**  
CONSULTING



11/11 • JN 10-107353

ENVIRONMENTAL IMPACT REPORT  
DEPARTMENT OF WATER AND POWER SPECIFIC PLAN AMENDMENT  
**Existing Land Use Designations**

**Exhibit 5.1-1**

General Plan Land Use Element Table 1, *Land Use Intensity/Density Standards*, outlines the land use designations' corresponding standards relative to lot area, non-residential intensity, and residential density. There are no standards specified in Land Use Element Table 1 that correspond to the Open Space land use designation.

### Specific Plans

As authorized by Government Code Section 65450, et seq., the City has prepared and adopted specific plans for several sites within the City. Specific plans, which are intended to provide more detailed guidance for specific developments, contain specific land uses, site development standards, and plans for circulation and infrastructure systems. General Plan Land Use Element Figure 9, *Los Angeles Department of Water and Power Specific Plan*, depicts the boundaries of the DWP Specific Plan. According to General Plan Land Use Element Figure 9, the project site is in its entirety located within the DWP Specific Plan.

### ***Circulation Element***

The Circulation Element serves as the City's primary guide for transportation planning. It is concerned with accommodating the transportation needs of those living, working, and visiting the City. Its objective is to articulate the City's vision and plans for the ongoing development and maintenance of a comprehensive circulation network that will efficiently move people and goods throughout the City and the surrounding region. The Circulation Element focuses on roadways and other transportation modes (i.e., public transit, railroads, and bicycle paths) that provide a range of travel options. This Element also includes an assessment of the City's current roadway system and recommendations for the improvements necessary to maintain acceptable Levels of Service (LOS) on this system through 2025.

### Circulation Plan

Circulation Element Figure 15, *General Plan Circulation Element*, illustrates the City's existing and future roadways. According to Figure 15, the roadways surrounding the project site (i.e., Marina Drive, Ocean Avenue, and 1<sup>st</sup> Street [south of Marina Drive]) are all designated Secondary Arterial (80-foot ROW).

### Existing and Proposed Bicycle Facilities

The City of Seal Beach has established the following classifications of bikeways that generally correspond with the Orange County Transportation Authority (OCTA) bikeway classifications:

- Class I Bikeway: Provides for bicycle travel on a ROW completely separated from the street;
- Class II Bikeway: Provides for a striped lane for one-way travel within the street ROW; and
- Class III Bikeway: Provides for on-road, signed only bikeway.

As depicted on Circulation Element Figure 16, *Existing and Proposed Bikeway Facilities – Planning Area 1*, in the project site vicinity, Class II Bikeways are located within Marina Drive and 1<sup>st</sup> Street. Additionally, although not depicted on Figure 16, a segment of the San Gabriel River Trail traverses project Area 4. The San Gabriel River Trail is a paved approximately 35-mile regional recreational

trail that runs along the eastern boundary of the San Gabriel River. Refer to Section 5.13, *Public Services and Utilities*, for further discussion regarding the project area's bikeways.

### Coastal Access

The project site is located within the Coastal Zone and adjacent to a public parking lot, public beach, public park, and bicycle trail. The Circulation Element Coastal Access Goal and Objective that are relevant to the proposed project are outlined in Table 5.1-5.

### ***Open Space/Recreation and Conservation Element***

The Open Space/Recreation and Conservation Element is an expression of the City's Goals and Policies within these three topical areas. The purpose of this Element is to:

1. Define open space and classify various types of open space uses;
2. Describe those parcels or areas that are currently being used for open space/recreation and conservation purposes, and discuss in concept future open space needs of the community; and
3. Determine methods to ensure that the present and future needs of the community are met.

### Open Space/Recreation

This Element defines Open Space as follows:

*Open space land shall be defined as any parcel or area of land or water that is essentially unimproved or contains only minor improvements and is devoted to an open space use. Open space use shall be defined as land which is set aside for (1) outdoor recreation, (2) the preservation of natural resources, (3) managed production of resources, or (4) the safety and general welfare of the community. Open space is valued as a way to buffer neighborhoods from urban intrusions and to preserve areas to maintain a small beach town character.*

Open Space/Recreation and Conservation Element Figure OS-1, *Existing Parks, Recreation, and Open Space Areas*, illustrates the City's existing park, recreation, and open space areas. The project site is not designated Park, Recreation, or Open Space,<sup>6</sup> with the exception of the San Gabriel River corridor, which traverses project Area 4 and is designated Greenbelt. The San Gabriel River Greenbelt totals 2.0 acres. The Open Space/Recreation and Conservation Element describes Greenbelts as "recognizable expanses of undeveloped land that provide an attractive open space setting and a buffer between adjacent land uses."

The public beach and Windsurf Park located south of the project site are designated Regional Beach/Park. This public beach access consists of an approximately 0.5-mile stretch of sand and beach. Windsurf Park (0.4-acre) consists of a grassy, landscaped windsurfing rigging area. As described in the Open Space/Recreation and Conservation Element, regional beaches and parks are designated to meet the needs of residents and non-residents, and usually attract a large number of

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<sup>6</sup> As indicated in Table 5.1-4, a 9.5-AC portion of the project site is designated Open Space; refer also to General Plan Land Use Element Figure 6.

people from outside the immediate area. Additionally, as noted above, Windsurf Park forms part of the RESA.

Refer to Section 5.13, *Public Services and Utilities [Recreation]*, for a discussion regarding the Seal Beach Park Dedication Ordinance (Municipal Code Section 10.50.010, *Park Land Dedications and Fees*).

### ***Housing Element (2006 – 2014)***

The Housing Element comprises one of the seven General Plan Elements mandated by the State of California. California State Law requires that the Housing Element consist of “identification and analysis of existing and projected housing needs and a statement of goals, policies, quantified objectives, and scheduled programs for the preservation, improvement, and development of housing.” As required by State Housing Law, the City must plan for its share of the region’s new housing needs in five state-defined income categories by identifying an adequate supply of land zoned at appropriate densities to accommodate needs in each income category.

The Regional Housing Needs Assessment (RHNA) is an assessment process performed periodically as part of Housing Element and General Plan updates at the local level. The RHNA quantifies the housing need by income group within each jurisdiction during specific planning periods. January 1, 2006 to June 30, 2014 is the current planning period. The RHNA allows communities to anticipate growth, so that collectively the region can grow in ways that enhance quality of life, improve access to jobs, promote transportation mobility, and address social equity and fair share housing needs. The RHNA goals do not explicitly require the City to construct the identified housing need, but rather seek to ensure the City has or plans to add policies, programs, and regulations that will accommodate new housing growth.

To enable the City to meet RHNA construction goals, the Housing Element evaluates the City’s capacity to meet future needs. The City of Seal Beach 2006-2014 Housing Element has been drafted and submitted to the State of California Department of Housing and Community Development for review and approval. Refer to Section 5.12, *Population and Housing*, for further discussion regarding the City’s RHNA.

### ***Growth Management Element***

The Growth Management Element establishes a plan for ensuring that future growth in the City is coordinated with the provision of public services and facilities so that desirable levels of service standards and community qualities are maintained. This Element addresses growth management issues on a local level, but emphasizes the need for growth to be managed in a broader regional context. It is the City’s goal (Growth Management Element Goal 4) to “strive to develop and maintain a balance between jobs and housing in Seal Beach.”

## **Redevelopment Plan for the Riverfront Redevelopment Project**

The City of Seal Beach Redevelopment Agency (Agency) was established in 1967 pursuant to the California Community Redevelopment Laws. The Agency’s initial redevelopment project area, the Riverfront Redevelopment Project, was established March 3, 1969, and has been amended several times since then. The *Redevelopment Plan for the Riverfront Redevelopment Project* (Redevelopment Plan) was codified August 2009.

The Riverfront Redevelopment Project Area Map (July 2009) illustrates the boundaries of the Redevelopment Project Area and indicates the majority of the project site is located within areas designated for Commercial/Park. Redevelopment Plan Section 500, *Uses Permitted in the Project Area*, specifies the permitted uses within the Redevelopment Plan boundaries, and notes the following regarding the uses permitted in the Commercial/Park designation:

*Section 505, Commercial/Park Development: A specific plan has been adopted for [Redevelopment Plan] areas 9 and 10 to include a commercial development and a public park. That specific plan is hereby incorporated as the land use, and regulations for [Redevelopment Project] Areas 9 and 10, as it may be amended from time-to-time.*

Pursuant to Redevelopment Plan Section 522, *Agency Review and Approval of Plans*, no new improvement shall be constructed and no existing improvement shall be substantially modified, altered, repaired, or rehabilitated, except in accordance with the site plans submitted to and approved in writing by the Agency.

## City of Seal Beach Municipal Code

The Municipal Code contains all ordinances for the City of Seal Beach. The Municipal Code is organized by Title and is updated as new ordinances are adopted.

### ***Municipal Code Title 10, Subdivisions***

Pursuant to Municipal Code Section 10.05.010.A, *Subdivision Approval Required*, no property in the City shall be subdivided unless the subdivider has complied with all applicable provisions of this Title and the Map Act. A “Tract Map” is a Subdivision Map required for subdivisions of five (5) or more parcels. The relevant Title 10 Sections are summarized as follows:

Chapter 10.10, Subdivision Map Approval Requirements. Pursuant to Section 10.10.005.A, *Tentative Tract Map and Final Map*, each subdivider proposing to subdivide property into five (5) or more parcels shall apply for Tentative Tract Map and Final Map approval, unless the property is exempt.

Chapter 10.15, Design and Improvements Requirements. According to this Section, subdividers shall provide all improvements required by this Chapter and any additional improvements required by Conditions of Approval. The standards and required improvements are specified in Municipal Code Sections 10.15.005 through 10.15.070.

Section 10.35.005, Lot Line Adjustments. Pursuant to Municipal Code Section 10.35.005, lot lines between four or fewer existing adjacent parcels may be adjusted, where land taken from one parcel is added to an adjacent parcel and where no more parcels are created than originally existed. Additionally, Municipal Code Section 10.35.005.B, *Application and Processing*, specifies that an applicant shall submit a Lot Line Adjustment application to the City Engineer with all information and other materials required by the City Engineer.

### ***Municipal Code Title 11, Zoning***

In contrast to a general plan, zoning refers to particular land uses that are legally permitted or prohibited on any given parcel of land. Zoning is the method the City uses to control land uses in accordance with the General Plan’s Goals, Objectives, and Policies. Seal Beach’s Zoning law is



found in Municipal Code Title 11, *Zoning*. Municipal Code Title 11 is known as the *Seal Beach Zoning Code* (Zoning Code). The purpose of the Zoning Code (in part) is to “enhance and promote the public health, safety, peace, comfort, convenience, and general welfare of the City” and to “provide a precise guide for the physical development of the City to promote the growth of the City in an orderly manner and achieve more balanced residential, commercial, and civic uses; refer to Zoning Code Section 11.1.05.015, *Purpose*. The relevant Zoning Code sections and chapters are summarized, as follows:

Section 11.1.05.030, *Designation of Base and Overlay Districts*. The City is classified into base and overlay zoning districts, as outlined in Zoning Code Table 11.1.05.030, *Zoning Districts*. The boundaries of said zoning districts are illustrated on an official map entitled “Zoning Map of the City of Seal Beach, California.” The Zoning Map (Old Town and Bridgeport)<sup>7</sup> encompasses the Old Town and Bridgeport areas’ zoning. The project site’s zoning is illustrated on Exhibit 5.1-2, *Existing Zoning Districts*, and outlined in Table 5.1-3, *Summary of Existing Zoning Districts*. As indicated in Table 5.1-3, 9.6 acres within the project site are zoned SPR Zone (Specific Plan Regulation), and 0.1 acre is zoned SC District (Service Commercial). Approximately 1.3 acres within the project site have no zoning.

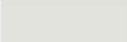


Chapter 11.2.10, *Base District Regulations - Commercial and Mixed-Use Districts*. According to Zoning Code Section 11.2.10.005, *Applicability*, the SC (Service Commercial District) is intended to allow neighborhood-serving commercial areas that provide retail, restaurant, and personal service uses. Zoning Code Table 11.2.10.010, *Use Regulations – Commercial and Mixed-Use Districts*, prescribes the land use regulations and permitted land uses for commercial and mixed-use districts.

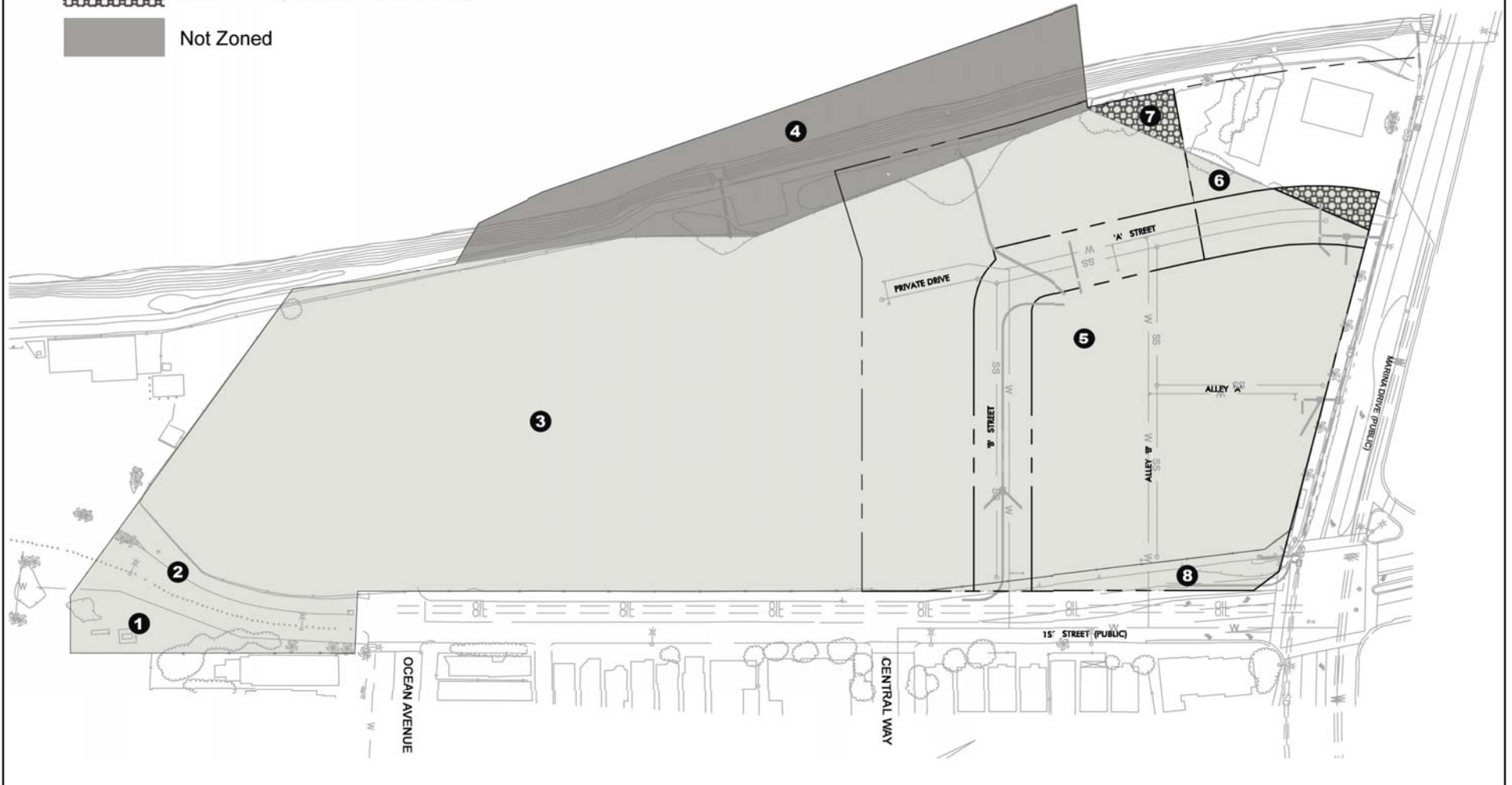
**Table 5.1-3  
Summary of Existing Zoning Districts**

Area <sup>1</sup>	Zoning District <sup>2</sup>	Acres
1*	SPR Zone (Specific Plan Regulation)	0.25
2*		0.23
3*		4.74
5* (in part)		4.12
6*		0.05
8		0.18
Subtotal SPR Zone		9.6
4*	No Zoning	1.19
5* (in part)		0.11
Subtotal Not Zoned		1.3
7	SC District (Service Commercial)	0.06
Subtotal SC District		0.1
Total Project Area		10.9
* Denotes the area is within the DWP Specific Plan.		
Notes:		
1. These project Areas correspond with <u>Exhibit 5.1-2, Existing Zoning Districts</u> , which illustrates the project site's existing zoning.		
2. Zoning Map of the City of Seal Beach [Old Town and Bridgeport], California, City of Seal Beach Website, <a href="http://www.sealbeachca.gov/uploadedFiles/Zoning%20Map%20-%20Old%20Town-Bridgeport.pdf">http://www.sealbeachca.gov/uploadedFiles/Zoning%20Map%20-%20Old%20Town-Bridgeport.pdf</a> , Accessed August 18, 2011.		

<sup>7</sup> City of Seal Beach Website, <http://www.sealbeachca.gov/uploadedFiles/Zoning%20Map%20-%20Old%20Town-Bridgeport.pdf>, Accessed August 18, 2011.

# Seal Beach Zoning Code Zoning Districts

-  SPR Zone (Specific Plan Regulation)
-  SC District (Service Commercial)
-  Not Zoned



NOT TO SCALE

**RBF**  
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11/11 • JN 10-107353

ENVIRONMENTAL IMPACT REPORT  
DEPARTMENT OF WATER AND POWER SPECIFIC PLAN AMENDMENT  
**Existing Zoning Districts**

**Exhibit 5.1-2**

Chapter 11.3.25, *Specific Plan Regulations*. Pursuant to Zoning Code Section 11.3.25.005, *Permitted Uses*, all property in the Specific Plan Regulation (SPR) Zone shall be used only for the purposes permitted by the General Plan and the Specific Plan adopted for such property. The DWP Specific Plan, which encompasses the project site, was adopted in 1982 and amended in 1996 (1996 SPA); refer to the *1996 DWP Specific Plan* Section below.

Zoning Code Section 11.3.25.010, *General Provisions*, addresses specific plans, as follows:

- A. Such Specific Plan shall be consistent with and implement the General Plan. A Specific Plan shall provide for the type, location, and density of land uses, the development standards and regulations, including but not limited to height, setback, landscaping, and parking requirements, the purpose, type, location and extent of public improvements and facilities, and any other matters considered appropriate or necessary.
- B. With respect to any property for which a Specific Plan has been adopted, no tentative tract map or tentative parcel map may be approved nor may any permit license or other entitlement for use be granted or issued unless such map, permit, license or other entitlement for use is consistent with such Specific Plan.

Chapter 11.5.15, *Legislative Actions*. Zoning Code Section 11.5.15.005 discusses the legislative actions involved with the General Plan, Zone Changes, and Specific Plans, among others. Amendments to the General Plan, Official Zoning Map, Zoning Code, and Specific Plans require adoption by the City Council. The procedure that applies to applications filed for amendments to the General Plan, any Specific Plan, Official Zoning Map, and Zoning Code are outlined in Zoning Code Section 11.5.15.010, *Specific Procedure for Processing Applications*, and generally involve the following actions, among others: Application Submittal; Initial Review; Public Planning Commission/City Council Hearings and Actions.

Pursuant to Zoning Code Section 11.5.15.025, *Required Findings*, no findings are required for legislative acts. Notwithstanding, the Council shall make any environmental findings required pursuant to Zoning Code Chapter 11.5.35, *Environmental Review*, and determine whether the proposed action is consistent with the General Plan and any applicable Specific Plan.

According to Zoning Code Section 11.5.15.040.C, *Special Factors in Determining Specific Plan Standards*, prior to approving a specific plan or an amendment to a specific plan, particular care must be exercised in the establishment of building height development standards for each Specific Plan under the provisions of Section 11.3.25.010.A. Factors to be carefully weighed shall include, but not be limited to:

- The Planning District in which the Specific Plan is to be located;
- The former zoning of the Specific Plan site;
- Height of existing buildings immediately surrounding the Specific Plan site; and
- The effect of the building height on the areas surrounding the Specific Plan Site.

No building within the SPR Zone shall exceed a height of 39 feet, except for uninhabitable architectural features of any proposed buildings, in that portion of the City known as the Coastal Zone as defined by the California Coastal Act.

### ***1996 DWP Specific Plan***

The DWP Specific Plan was formally adopted by the City in November 1982. The 1982 DWP Specific Plan established the primary uses of an approximately 10.7-acre site, including a 300-room hotel and open space/parkland. In 1996 the DWP Specific Plan was amended to reduce the number of hotel rooms to a maximum of 150.

The DWP Specific Plan provides for the classification and development of portions of parcels of land as a coordinated comprehensive project. The concepts, regulations, and conditions established by the DWP Specific Plan are intended to provide for Open Space and Visitor-Serving land uses, with development standards specified for selected portions of the property. Upon its adoption, the DWP Specific Plan established the type, location, intensity, and character of development to take place, while providing community design concepts, which would be responsive to unique site conditions. The DWP Specific Plan components are further discussed below.

Land Use Categories. The DWP Specific Plan's two principal land use categories are defined as follows:

- Visitor-Serving Land Uses: A hotel and the necessary ancillary support uses, including but not limited to restaurants, retail uses, service uses, meeting conference rooms, and banquet facilities.
- Open Space Uses: Public parks, green belts, bike trails, nature trails, hiking trails, and any passive recreational uses normally located in parks or open spaces.

Visitor-Serving Development Standards. The development standards specify the location and permitted uses for the Visitor-Serving land use category:

- Location: Visitor-Serving uses shall be limited to the northerly 30 percent of the DWP parcel, more specifically, to the area adjacent to Marina Drive and First Street. In all cases, Visitor-Serving uses shall be limited to the area north of an imaginary westerly prolongation of Central Way.
- Permitted Uses: The permitted uses in the Visitor-Serving land use category are: Hotel (150-room maximum); Restaurant; Service Uses; and Banquet/Conference Rooms.

Open Space Development Standards. The development standards specify the location and permitted uses for the Open Space land use category:

- Location: Open Space uses shall be limited to the southerly 70 percent of the DWP site.
- Permitted Uses: The permitted uses in the Open Space land use category are: All uses contained in Chapter 28, Article 20 of the Seal Beach Municipal Code. [It is noted, the provisions of former Chapter 28, Article 20 have been re-codified as Zoning Code Section 11.2.25.015, *Land Use Regulations*, which includes land use regulations for open space and parks.]

Other Development Standards. Additional development standards outlined in the DWP Specific Plan address the following: Circulation; Building and Light Standards Height; Parking; Architecture; Design; and Utilities.

### 5.1.3 IMPACT THRESHOLDS AND SIGNIFICANCE CRITERIA

Appendix G of the *CEQA Guidelines* contains the Initial Study Environmental Checklist Form, which includes questions relating to land use and relevant planning. The criteria presented in the Initial Study Environmental Checklist have been utilized as thresholds of significance in this section. Accordingly, a project may create a significant environmental impact relative to land use if it would:

- Physically divide an established community (refer to Section 8.0, *Effects Found Not To Be Significant*);
- Conflict with any applicable land use plan, policy or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect (refer to Impact Statements LU-1 through LU-7); and/or
- Conflict with any applicable habitat conservation plan or natural community conservation plans (refer to Section 8.0, *Effects Found Not To Be Significant*).

For the purposes of this impact analysis, a significant impact would occur if project implementation would result in inconsistencies or conflicts with the adopted goals and policies of the General Plan and/or applicable rules and regulations of the Zoning Code, as well as the specified regional plans. Based on these standards, the project's effects have been categorized as either a "less than significant impact" or "potentially significant impact." Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant and unavoidable impact.

### 5.1.4 IMPACTS AND MITIGATION MEASURES

#### SUMMARY OF PROPOSED PROJECT

The proposed Specific Plan Amendment would amend the DWP Specific Plan boundaries and land use categories, as described in detail in Section 3.0, *Project Characteristics*. The project components also include amendments to the General Plan Land Use, Circulation, and Open Space/Recreation and Conservation Elements, amendments to the Redevelopment Plan for the Riverfront Redevelopment Project, amendments to the Official Zoning Map and Zoning Code, and Tentative Tract Map No. 17425 (ITM), among others. The proposed project components are illustrated on Exhibit 3-4, *Area Layout*, and summarized, as follows:

Open Space Uses (approximately 6.4 acres)

- Area 1 (Sewer Easement): A City sewer line underlies Area 1 and the City has maintenance and access rights over the area. This area would be utilized for open space/passive park uses.
- Area 2 (Driveway): This driveway would continue to provide access to the public parking lot (RESA) and public beach located south of the project site. The project does not propose to change or alter this existing use.
- Area 3: (Park/Open Space): This area would be utilized for open space/passive park uses, and which could include a tot-lot.
- Area 4 (Bike Trail/River): This area, which includes a segment of the San Gabriel River Trail and extends into the San Gabriel River, is outside of the proposed development area (i.e., those portions of the project site located east of Area 4). This area would continue to be used for regional recreational and drainage purposes. The project does not propose to change or alter these existing uses.

Residential Uses (approximately 4.5 acres)

- Area 5 (Area of Residential Uses): The proposed Specific Plan Amendment designates this area for Residential uses. Area 5 forms part of the proposed TTM.
- Area 7 (Area of Lot Line Adjustment): The DWP Specific Plan did not include Area 7, which is a part of the off-site commercial establishment and contains one occupied single-family dwelling (which is located on-site). The proposed Specific Plan Amendment would add this area to the DWP Specific Plan. Area 7 would also be joined to the DWP Specific Plan through a lot line adjustment. Area 7 forms part of the proposed TTM. Removal of the existing single-family dwelling is required, in order to implement the proposed TTM.
- Area 8 (Area of Street Vacation): This area is currently a part of the 1<sup>st</sup> Street ROW. This area was not a part of the DWP Specific Plan. The proposed Specific Plan Amendment would add and designate this area for Residential uses. Area 8 forms part of the proposed TTM. Removal of a portion of the 1<sup>st</sup> Street ROW is proposed.

Additionally, the project involves two areas that are located outside of the proposed Specific Plan Amendment:

- Area 6 (Area of Lot Line Adjustment): The DWP Specific Plan designated Area 6 for Visitor-Serving uses. The proposed Specific Plan Amendment would exclude this area from the DWP Specific Plan. Although the project proposes to join Area 6 with the adjoining off-site commercial property (APN 043-172-07) located to the northwest, no improvements are proposed in this area.

The area of street dedication is currently a part of the adjoining off-site commercial property. This area would be dedicated to the City for public ROW use (i.e., northern terminus of proposed “A” Street).

## CALIFORNIA COASTAL ACT

### LU-1 THE PROPOSED PROJECT WOULD NOT CONFLICT WITH THE COASTAL ACT’S PLANNING AND MANAGEMENT POLICIES.

**Impact Analysis:** The Coastal Act (Public Resources Code Section 30200, *Coastal Resources Planning and Management Policies*) contains specific policies pertaining to Public Access, Recreation, Marine Environment, Land Resources, Development, and Industrial Development. The proposed project has been analyzed for consistency with the Coastal Act’s Planning and Management Policies; refer to Table 5.1-4, Coastal Act Policies Consistency Analysis. As concluded in Table 5.1-4, the proposed project is found to be consistent with these Policies.

**Table 5.1-4  
Coastal Act Policies Consistency Analysis**

Applicable Policy	Consistency of Proposed Project
<b>Public Access</b>	
<b>Section 30210, Access; Recreational Opportunities; Posting:</b> In carrying out the requirement of Section 4 of Article X of the California Constitution, maximum access, which shall be conspicuously posted, and recreational opportunities shall be provided for all the people consistent with public safety needs and the need to protect public rights, rights of private property owners, and natural resource areas from overuse.	<p><u>Consistent.</u></p> <p><u>Public Access:</u> The proposed Specific Plan Amendment designates Areas 1, 2, 3, and 4 for Open Space use, which would enable public access to these areas. Public access to Area 1 is currently provided and would continue to be provided with project implementation. Project implementation would provide continued public vehicular access through Area 2 (Driveway). 1<sup>st</sup> Street, which forms the project site’s eastern boundary, connects with Area 2 at its southern terminus. Area 2 extends from 1<sup>st</sup> Street’s southern terminus to the southern project boundary. Area 2 is a paved driveway that provides access to the public parking lot (RESA) and public beach located south of the project site. The Pacific Ocean is located further south, beyond the RESA. The RESA is utilized as a recreational staging area for the San Gabriel River Trail and local beach area. The public beach access that runs southeast of the project site consists of an approximately 0.5-mile stretch of sand and beach; refer also to <u>Section 5.1.1, Existing Setting</u>. The project does not propose to change or alter Area 2. No access to Area 3 is currently provided due to the existing perimeter fencing. The proposed Specific Plan Amendment designates Area 3 for Open Space use, which would enable public access to the area. Public access to Area 4 (Bike Trail/River) is currently provided and would continue to be provided with project implementation.</p> <p><u>Provision of Recreational Opportunities:</u> Project implementation would provide recreational opportunities involving Areas 1, 2, 3, and 4 (approximately 6.4 acres), which are designated Open Space by the proposed Specific Plan Amendment. The park uses permitted in these areas include, but are not limited to, natural areas with trails, passive turf areas, and neighborhood-serving play</p>

**Table 5.1-4 (continued)**  
**Coastal Act Policies Consistency Analysis**

Applicable Policy	Consistency of Proposed Project
	<p>areas (e.g., tot lots). Area 4 (Bike Trail/River) includes a segment of the San Gabriel River Trail and extends into the San Gabriel River. This area is not a part of the proposed project development area. Area 4 would continue to be used for regional recreational purposes. The project does not propose to change or alter the Trail (or river).</p> <ul style="list-style-type: none"> <li>▪ The 6.4 acres proposed as Open Space (Areas 1, 2, 3, and 4) would exceed the proposed TTM's parkland demand pursuant to Municipal Code Section 10.50.010, <i>Park Land Dedications and Fees</i>.</li> <li>▪ The project proposes that Area 2 (Driveway) continue to provide access to the public parking lot (RESA) and public beach located to the south; and</li> <li>▪ The project proposes that Area 4 continue to be used for regional recreational purposes.</li> </ul> <p>Refer also to <u>Section 5.13, <i>Public Services and Utilities [Recreation]</i></u>.</p>
<p><b>Section 30211, Development not to Interfere With Access:</b> Development shall not interfere with the public's right of access to the sea where acquired through use or legislative authorization, including, but not limited to, the use of dry sand and rocky coastal beaches to the first line of terrestrial vegetation.</p>	<p><u>Consistent.</u> Project implementation would not interfere with the public's right of access to the sea because the existing public access provided through Areas 1 and 2 would continue, and new public access through Area 3 would be provided with project implementation; refer to Response to Section 30210 above.</p> <p>The project's proposed modifications to Area 8 (Area of Street Vacation) would not interfere with the public's right of access to the sea because the proposed roadway modifications would be implemented according to the City's standards for Secondary Arterials and continued southbound circulation would be provided.</p>
<p><b>Section 30212, New Development Projects:</b></p> <p>a. Public access from the nearest public roadway to the shoreline and along the coast shall be provided in new development projects except where:</p> <ol style="list-style-type: none"> <li>1. It is inconsistent with public safety, military security needs, or the protection of fragile coastal resources;</li> <li>2. Adequate access exists nearby, or</li> <li>3. Agriculture would be adversely affected.</li> <li>4. Dedicated accessway shall not be required to be opened to public use until a public agency or private association agrees to accept responsibility for maintenance and liability of the accessway.</li> </ol>	<p><u>Consistent.</u> The project would provide public access from the nearest public roadway (i.e., intersection of 1<sup>st</sup> Street and Ocean Avenue) to the shoreline and along the coast; refer to Response to Section 30210 above.</p>
<p><b>Section 30212.5, Public Facilities; Distribution:</b> Wherever appropriate and feasible, public facilities, including parking areas or facilities, shall be distributed throughout an area so as to mitigate against the impacts, social and otherwise, of overcrowding or overuse by the public of any single area.</p>	<p><u>Consistent.</u> Project implementation would provide public recreational opportunities involving Areas 3 and 4; refer to Response to Section 30210 above. Parking for Areas 3 and 4 would be provided as part of the Rivers End Staging Area and San Gabriel River Bikeway Enhancement Plan project; refer to the <i>Proposed Future Land Uses</i> section above.</p>



**Table 5.1-4 (continued)**  
**Coastal Act Policies Consistency Analysis**

Applicable Policy	Consistency of Proposed Project
<p><b>Section 30213, Lower Cost Visitor and Recreational Facilities; Encouragement and Provision; Overnight Room Rentals:</b> Lower cost visitor and recreational facilities shall be protected, encouraged, and, where feasible, provided. Developments providing public recreational opportunities are preferred.</p>	<p><u>Consistent.</u> <i>Lower Cost Visitor and Recreational Facilities.</i> Project implementation would provide and enhance public recreational opportunities involving Areas 1, 2, 3, and 4; refer to Response to Section 30210 above. The proposed project includes 6.4 acres of open space adjacent to the beach and related beach facilities (the RESA, including the beach parking lot). Further, a portion of the proposed open space includes the final segment of the San Gabriel River bike trail, which provides recreational opportunities for visitors to ride their bicycles to the beach at no cost. Other portions of the open space would provide no-cost visitor and recreational facilities adjacent to the beach, and would enhance public access to the beach. Specifically, the open space area provides diverse no-cost public recreational opportunities that are beach oriented while not taking up beach (sand) area or physically limiting access to the beach. This open space area is therefore part of an integrated approach to public access, and encourages visitors to take advantage of the coast at no cost. The open space would accommodate visitors of all ages and from a diversity of areas. The proposed project would provide public recreational opportunities that would not be feasible if the site is developed with a hotel use, the current use designation for the northerly 30 percent of the property, as the Hotel Feasibility Study concluded that development of a hotel on the northerly 30 percent of the site is physically and economically infeasible. Development of a hotel on the northerly 30 percent of the site is physically infeasible because insufficient land area exists to construct the currently permitted 150-room hotel, including adequate surface parking, and on-site landscaping within the allowable building footprint.<sup>8</sup> The area for the hotel would need to be expanded (thereby reducing open space). Such a scenario would conflict with this policy and other policies.</p>
<b>Recreation</b>	
<p><b>Section 30220, Protection of Certain Water-Oriented Activities:</b> Coastal areas suited for water-oriented recreational activities that cannot readily be provided at inland water areas shall be protected for such uses.</p>	<p><u>Consistent.</u> Project implementation would enable water-oriented recreational activities within project Areas 1, 2, 3, and 4, which are located on the seaward side of the project site; refer to Response to Section 30210 above.</p>
<p><b>Section 30221, Oceanfront Land; Protection for Recreational Use and Development:</b> Oceanfront land suitable for recreational use shall be protected for recreational use and development unless present and foreseeable future demand for public or commercial recreational activities that could be accommodated on the property is already adequately provided for in the area.</p>	<p><u>Consistent.</u> Project implementation would enable recreational uses within project Areas 1, 2, 3, and 4, which are located on the seaward side of the project site. Therefore, the project proposes oceanfront land suitable for recreational use. Refer also to Response to Section 30210 above.</p>

<sup>8</sup> Kosmont Companies, *Peer Review and Site Specific Hotel Feasibility Evaluation*, September 2011; refer to Appendix 11.12, *Hotel Peer Review Study*.

**Table 5.1-4 (continued)**  
**Coastal Act Policies Consistency Analysis**

Applicable Policy	Consistency of Proposed Project
<b>Marine Environment</b>	
<b>Section 30230, Marine Resources; Maintenance:</b> Marine resources shall be maintained, enhanced, and where feasible, restored. Special protection shall be given to areas and species of special biological or economic significance.	<u>Consistent.</u> Project implementation would not involve or adversely impact the marine environment; refer to <u>Section 5.3, <i>Biological Resources</i></u> , and <u>Section 5.11, <i>Hydrology and Water Quality</i></u> .
<b>Section 30231, Biological Productivity; Water Quality:</b> The biological productivity and the quality of coastal waters, streams, wetlands, estuaries, and lakes appropriate to maintain optimum populations of marine organisms and for the protection of human health shall be maintained and, where feasible, restored through, among other means, minimizing adverse effects of waste water discharges and entrainment, controlling runoff, preventing depletion of ground water supplies and substantial interference with surface waterflow, encouraging waste water reclamation, maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams.	<u>Consistent.</u> Project implementation would not significantly impact the biological productivity or the quality of coastal waters (i.e., Pacific Ocean); refer to <u>Section 5.3</u> and <u>Section 5.11</u> .
<b>Section 30232, Oil and Hazardous Substance Spills:</b> Protection against the spillage of crude oil, gas, petroleum products, or hazardous substances shall be provided in relation to any development or transportation of such materials. Effective containment and cleanup facilities and procedures shall be provided for accidental spills that do occur.	<u>Consistent.</u> Project implementation would provide for protection against spillage of hazardous substances during the construction phase; refer to <u>Section 5.10, <i>Hazards and Hazardous Materials</i></u> . Due to the nature and scope of the future residential and recreational uses, project implementation would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.
<b>Development</b>	
<b>Section 30250, Location; Existing Developed Area:</b> a. New residential, commercial, or industrial development, except as otherwise provided in this division, shall be located within, contiguous with, or in close proximity to, existing developed areas able to accommodate it or, where such areas are not able to accommodate it, in other areas with adequate public services and where it will not have significant adverse effects, either individually or cumulatively, on coastal resources. In addition, land divisions, other than leases for agricultural uses, outside existing developed areas shall be permitted only where 50 percent of the usable parcels in the area have been developed and the created parcels would be no smaller than the average size of surrounding parcels. b. Where feasible, new hazardous industrial development shall be located away from existing developed areas. c. Visitor-serving facilities that cannot feasibly be located in existing developed areas shall be located in existing isolated developments or at selected points of attraction for visitors.	<u>Consistent.</u> a. The proposed residential subdivision would be located contiguous with, or in close proximity to, existing developed areas. As detailed in <u>Section 5.1.1</u> above, Marina Drive bounds the project site to the north. Additionally, a commercial use is located adjacent to the project site's northwest corner. The land uses located beyond Marina Drive include a recreational use (Marina Center and Park) to the northeast and multi-family residential uses (River Beach Townhomes by the Sea) to the northwest. 1 <sup>st</sup> Street bounds the project site to the east and Downtown Seal Beach, which includes single-family dwellings, is located further east, beyond the roadway. b. The project does not involve industrial development. c. Not applicable. The project is located in an existing developed area..

**Table 5.1-4 (continued)**  
**Coastal Act Policies Consistency Analysis**

Applicable Policy	Consistency of Proposed Project
<p><b>Section 30251, Scenic and Visual Qualities:</b> The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas. New development in highly scenic areas such as those designated in the California Coastline Preservation and Recreation Plan prepared by the Department of Parks and Recreation and by local government shall be subordinate to the character of its setting.</p>	<p><u>Consistent.</u> The proposed project would not have a substantial adverse effect on scenic and visual qualities of coastal areas as 6.4 acres of open space will be protected as a resource of public importance. Neither the beach nor the San Gabriel River would be adversely affected. Indeed, preservation of the San Gabriel River bike trail would provide both a buffer for the River and viewing opportunities of the River. The 6.4 acres of open space would provide the public an opportunity for recreational activities that would not disturb the sand and an area that is complementary to the beach, and would foster the preservation of the scenic character typical of the coastline. The proposed housing is low scale and is consistent with the type found in other beach communities. Furthermore, the proposed housing is sited and designed to protect views to and along the ocean and scenic coastal areas.</p>
<p><b>Section 30252, Maintenance and Enhancement of Public Access:</b> The location and amount of new development should maintain and enhance public access to the coast by:</p> <ol style="list-style-type: none"> <li>1. Facilitating the provision or extension of transit service.</li> <li>2. Providing commercial facilities within or adjoining residential development or in other areas that will minimize the use of coastal access roads.</li> <li>3. Providing non-automobile circulation within the development.</li> <li>4. Providing adequate parking facilities or providing substitute means of serving the development with public transportation.</li> <li>5. Assuring the potential for public transit for high intensity uses such as high-rise office buildings.</li> <li>6. Assuring that the recreational needs of new residents will not overload nearby coastal recreation areas by correlating the amount of development with local park acquisition and development plans with the provision of onsite recreational facilities to serve the new development.</li> </ol>	<p><u>Consistent.</u></p> <ol style="list-style-type: none"> <li>1. As concluded in <u>Section 5.5, Traffic and Circulation</u>, project implementation would not alter or adversely impact existing transit services in any way, and would not impede these services. Further, the project would facilitate continued access to the area by ensuring access through the San Gabriel River Trail and the driveway to the public parking lot.</li> <li>2. Not applicable; the project does not involve the development of commercial land uses.</li> <li>3. Pursuant to the requirements of Municipal Code Section 10.15, <i>Design and Improvement Requirements</i>, the proposed subdivision would include sidewalks throughout, which would facilitate non-automobile (pedestrian) circulation within the development.</li> <li>4. Future residential uses would provide adequate off-street parking, pursuant to the requirements specified in the Zoning Code. Refer also to Response to Section 30252.1 above.</li> <li>5. Not applicable; the project does not involve the development of high-rise office buildings.</li> <li>6. The conveyance of the 6.4 acres of open space/park as part of project approval will satisfy the project's recreational needs; refer also to refer to Response to Section 30210 above.</li> </ol>
<p><b>Section 30253, Minimization of Adverse Impacts:</b> New development shall do all of the following:</p> <ol style="list-style-type: none"> <li>a. Minimize risks to life and property in areas of high geologic, flood, and fire hazard.</li> <li>b. Assure stability and structural integrity, and neither create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area or in any way require the construction of protective devices that would</li> </ol>	<p><u>Consistent.</u></p> <ol style="list-style-type: none"> <li>a. As concluded in <u>Section 5.9, Geology and Soils</u>, project implementation would result in less than significant impacts, with mitigation incorporated, involving the exposure of people or structures to potential adverse effects involving geologic hazards. According to Federal Emergency Management Agency's (FEMA) Flood Insurance Rate Maps (FIRM)<sup>9</sup>, the project site is not located within a 100-year flood hazard area. Therefore, project implementation would</li> </ol>

<sup>9</sup> Federal Emergency Management Agency, *Flood Insurance Rate Map*, Panel 226 of 539, Map Number 06059C0226J, Map Revised December 03, 2009.

**Table 5.1-4 (continued)**  
**Coastal Act Policies Consistency Analysis**

Applicable Policy	Consistency of Proposed Project
<p>substantially alter natural landforms along bluffs and cliffs.</p> <p>c. Be consistent with requirements imposed by an air pollution control district or the State Air Resources Board as to each particular development.</p> <p>d. Minimize energy consumption and vehicle miles traveled.</p> <p>e. Where appropriate, protect special communities and neighborhoods that, because of their unique characteristics, are popular visitor destination points for recreational uses.</p>	<p>not expose people or structures to a significant risk involving flooding hazards; refer to <u>Section 5.10</u>. The project site is located in an urbanized area where there are no wildlands. Project implementation would not expose people or structures to a significant risk involving wildland fires.</p> <p>b. As concluded in <u>Section 5.6, Air Quality</u>, the proposed project is in compliance with the Air Quality Management Plan (2007 AQMP).</p> <p>c. With implementation of Mitigation Measure GHG-1, the project includes various design features that would minimize energy consumption, including high efficiency lighting, energy efficient appliances, and energy efficient heating and cooling systems. The proximity of transit to the project site would result in reduced vehicle miles traveled. The project site is served by bus transit lines operated by Long Beach Transit (Line A). The nearest transit stop to the project site is located at the corner of Marina Drive and North Marina Drive, approximately 0.12 miles to the northwest.</p> <p>d. Popular visitor destination points for recreational uses located onsite or in the project vicinity include the San Gabriel River and San Gabriel River Trail located to the west, and the RESA and public beach located to the south. These are unique area characteristics that contribute to the community's land use character. As concluded in Response to Section 30210 above, project implementation would provide access and opportunities involving these recreational uses. Additionally, the proposed Specific Plan Amendment designates Areas 1, 2, 3, and 4 for Open Space use.</p>
<p>Source: Public Resources Code Division 20, California Coastal Act (2010), Chapter 3, <i>Coastal Resources Planning and Management Policies</i>.</p>	

As concluded in the discussions and Table 5.1-4 above, the proposed project would not conflict with any applicable Coastal Act policy or regulation. A less than significant impact would occur in this regard.

***Mitigation Measures:*** No mitigation measures are required.

***Level of Significance:*** Less Than Significant Impact.

## SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

### LU-2 THE PROPOSED PROJECT WOULD NOT CONFLICT WITH SCAG'S REGIONAL PLANNING EFFORTS.

**Impact Analysis:** SCAG's Intergovernmental Review (IGR) Section is responsible for performing a consistency review of local plans, projects, and programs with regional plans. According to SCAG's criteria for classification of projects as regionally significant, the following criteria are relevant to the proposed project:

- Criteria 2: A proposed residential development of more than 500 dwelling units.
- Criteria 8: A project for which an EIR was prepared and which is located in and substantially impacting an area of critical environmental sensitivity. This includes the California Coastal Zone.

The proposed project is not regionally significant because the project proposes to create a 48-lot residential subdivision (Tentative Tract Map), which is fewer than the 500 DU threshold in Criteria 2. Additionally, the project does not meet of the requirements for Criteria 8. The project would not "substantially impact" the California Coastal Zone. The Coastal Zone was identified and considered as part of the project's existing environmental setting/baseline condition. The proposed project has been analyzed for consistency with the Coastal Act's Planning and Management Policies outlined in Table 5.1-4 and was found to be consistent; refer to the LU-1 Impact Analysis above. Moreover, the proposed TTM would be considered compatible with Old Town Seal Beach, with respect to land use. The development standards for the future residential uses would be in accordance with the standards specified for the RHD-20 (Residential High Density-20) District and would be consistent with the similarly zoned land uses located to the north (River Beach Townhomes by the Sea) and east (Old Town Seal Beach). As concluded in Table 5.1-11 below, the proposed TTM would be in compliance with the proposed Specific Plan Amendment's development standards (RHD-20 standards) regarding density of use and lot dimensions. Additionally, the future residential uses would be restricted to a maximum building height of 25 feet and maximum lot coverage of 75 percent, and thus would be similar in building height, massing, and scale to the existing residential structures to the east. It is further noted, the City distributed the NOP of this Draft EIR to responsible and trustee agencies, including SCAG, on June 7, 2011. The City requested the agencies' views and specific concerns related to the proposed project's potential environmental effects. SCAG did not respond to the NOP. It is concluded that the proposed project is not regionally significant. Therefore, no further analysis is warranted and a less than significant impact would occur in this regard.

**Mitigation Measures:** No mitigation measures are required.

**Level of Significance:** Less Than Significant Impact.

## CITY OF SEAL BEACH GENERAL PLAN

### LU-3 THE PROPOSED PROJECT WOULD NOT CONFLICT WITH THE SEAL BEACH GENERAL PLAN POLICIES OR REGULATIONS, AS AMENDED.

**Impact Analysis:** Table 5.1-5, *General Plan Policy Consistency Analysis*, analyzes the project's consistency with the current General Plan's Goals, Objectives, and Policies for Planning Area 1. As demonstrated in Table 5.1-5, the proposed project is consistent with most of the relevant General Plan Goals, Objectives, and Policies To the extent that the proposed project is inconsistent with current General Plan policies, the project proposes to amend those policies to eliminate any inconsistency. There will therefore be a less than significant impact in this regard.

**Table 5.1-5  
General Plan Policy Consistency Analysis**

Current General Plan Policy	Consistency of Proposed Project with Current Policy	General Plan Amendment Required?
<b>Land Use Element</b>		
<i>Planning Area 1 – Old Town/Surfside (DWP Specific Plan)</i>		
Provide a comprehensive plan for this area providing for a mix of visitor-serving uses and open space.	<u>Inconsistent.</u> The proposed Specific Plan Amendment provides a comprehensive plan for the project site that adds residential uses to open space/visitor-serving uses.	The General Plan policy would be amended to provide for residential uses on the northerly portion of the Specific Plan area.
Limit visitor-serving uses to the northern portion of the DWP site with permitted uses including a hotel with conference facilities, restaurants, and retail/service uses.	<u>Inconsistent.</u> The proposed Specific Plan Amendment provides for residential uses on the northern portion of the DWP site.	The General Plan policy would be amended to provide for residential uses on the northerly portion of the Specific Plan area.
Designate the southern portion of the site for open space uses such as public parks, greenbelts, bike, and nature trails, and other passive recreational uses.	<u>Consistent.</u> The proposed Specific Plan Amendment designates the southern portion of the site for open space uses.	No amendment needed.
Limit access to the visitor-serving uses to Marina Drive, west of First Street.	<u>Inconsistent.</u> The proposed Specific Plan Amendment would provide access to residential uses from Marina Drive and First Street.	The General Plan policy would be amended to accommodate access to residential uses from Marina Drive and 1 <sup>st</sup> Street.
Coordinate plans for use of the San Gabriel River right-of-way (ROW) with the County of Los Angeles.	<u>Consistent.</u> Continued use of project Area 4 for the San Gabriel River Trail is proposed; refer to Response to Section 30210 in Table 5.1-4 above.	No amendment needed.

**Table 5.1-5 (continued)**  
**General Plan Policy Consistency Analysis**

Current General Plan Policy	Consistency of Proposed Project with Current Policy	General Plan Amendment Required?
<b>Circulation Element</b>		
<b><i>Circulation System</i></b> Goal: Provide a circulation system that supports existing, approved, and planned land uses throughout the City while maintaining a desired Level of Service on all streets and at all intersections. Objective: Ensure that the location, intensity, and timing of development are consistent with the provision of adequate transportation infrastructure and standards defined in the Growth Management Element.		
Assess all development projects in order to identify their traffic impacts and require that they pay their fair share of the system improvements necessary to accommodate traffic generated by the project.	<u>Consistent.</u> A Traffic Impact Analysis that specifies the improvements necessary to accommodate traffic generated by the project has been conducted; refer to <u>Section 5.5, Traffic/Circulation</u> , which outlines the required Mitigation Measures.	No amendment needed.
Limit the number of driveways on arterial streets to reduce vehicular conflict and facilitate traffic flow.	<u>Consistent.</u> The driveways associated with the proposed subdivision's future residential uses would be oriented toward the interior of the property. None of the residential lots would obtain access directly from 1 <sup>st</sup> Street or Marina Drive.	No amendment needed.
Require new development to install traffic signals at intersections on arterials that, based on individual study, are shown to satisfy traffic signal warrants.	<u>Consistent.</u> The proposed project would not warrant the installation of a new traffic signal, as concluded in <u>Section 5.5</u> .	No amendment needed.
<b><i>Bicycle and Pedestrian Facilities</i></b> Goal: Provide a citywide system of safe, efficient, and attractive bicycle and pedestrian routes for commuter, school, and recreational use. Objective: Promote the safety of bicyclists and pedestrians by adhering to citywide standards and practices.		
Maintain existing pedestrian facilities and require new development to provide pedestrian walkways between developments, schools, and public facilities.	<u>Consistent.</u> The proposed project would maintain existing (i.e., San Gabriel River Trail) and provide new (i.e., sidewalks) pedestrian facilities; refer to Responses to Section 30210 and Section 30252 in <u>Table 5.1-4</u> above.	No amendment needed.
Where appropriate, require proposed developments adjacent to proposed bikeway routes to include bicycle paths or lanes in their street improvement plans and to construct the bicycle paths or lanes as a condition of approval.	<u>Consistent.</u> Review of Circulation Element Figure 16, <i>Existing and Proposed Bikeway Facilities – Planning Area 1</i> , indicates that there are no bikeway routes designated across the proposed subdivision (i.e., across project Area 5). The western portion of the project site (Area 4) includes a segment of the San Gabriel River Trail; refer to Response to Section 30210 in <u>Table 5.1-4</u> above.	No amendment needed.

**Table 5.1-5 (continued)**  
**General Plan Policy Consistency Analysis**

Current General Plan Policy	Consistency of Proposed Project with Current Policy	General Plan Amendment Required?
Construct safe, convenient paths for bicycles and pedestrians so as to encourage these alternative forms of transportation.	<u>Consistent.</u> The proposed project would maintain the existing bicycle/pedestrian path (i.e., San Gabriel River Trail) and provide new pedestrian paths (i.e., sidewalks); refer to Responses to Section 30210 and Section 30252 in <u>Table 5.1-4</u> above.	No amendment needed.
Require the installation of sidewalks with all new roadway construction and significant reconstruction of existing roadways.	<u>Consistent.</u> The project would be required to install sidewalks, as part of the proposed roadway; refer to Response to Section 30252 in <u>Table 5.1-4</u> above.	No amendment needed.
<b><i>Coastal Access</i></b> Goal: Maintain Local Coastal Program standards, including the improvement of public coastal access wherever possible. Objective: Provide better transit and parking opportunities on-street and in designated lots, and/or inland parking with beach transportation.		
No relevant policies are specified.	<u>Consistent.</u> Although there are no relevant Coastal Access Policies identified in the Circulation Element, project implementation would be in furtherance of providing better parking opportunities for the public beach located to the south in a designated lot (i.e., the RESA) because the project would not hinder any existing parking opportunities, and would continue to provide access to the RESA, as explained in Responses to Section 30210, Section 30212.5, and Section 30252 in <u>Table 5.1-4</u> above. The project is analyzed for consistency with all relevant Coastal Act Policies in <u>Table 5.1-4</u> above.	No amendment needed.
<b>Open Space/Recreation And Conservation</b>		
<b><i>Open Space/Recreation</i></b>		
Because undeveloped land is becoming scarce in the City, land for open space uses should be secured at the earliest possible time.	<u>Consistent.</u> The proposed Specific Plan Amendment designates 6.4 acres for Open Space uses; refer to Response to Section 30210 in <u>Table 5.1-4</u> above.	No amendment needed.
It is important that land be dedicated for park space or fees be paid in lieu of dedication of land as residential development continues within the community.	<u>Consistent.</u> The project would provide 6.4 acres of Park Land and Open Space refer to response to Section 30252.6 in <u>Table 5.1-4</u> above.	No amendment needed.
Land dedicated for park purposes should be strategically located within any proposed development to be of greatest benefit to the future residents and to the community as a whole.	<u>Consistent.</u> Project Area 3 (4.7 acres), which is located on the seaward side of the project site, would be designated for park space; refer to Responses to Section 30310 and Section 30221 in <u>Table 5.1-4</u> above.	No amendment needed.



**Table 5.1-5 (continued)**  
**General Plan Policy Consistency Analysis**

Current General Plan Policy	Consistency of Proposed Project with Current Policy	General Plan Amendment Required?
<b>Growth Management Element</b>		
Policy 4.1 - To the extent feasible, utilize information on the jobs/housing balance in the City and region as a factor in land use decision-making.	<u>Consistent.</u> As previously noted, the City's jobs/housing ratio is approximately 0.79. At buildout of the proposed Tentative Tract Map, the City's jobs/housing ratio would remain at 0.79 (based on approximately 11,559 jobs and 14,606 DU [see <u>Table 5.12-4, Proposed Project Compared to Existing Conditions</u> ]). Given development of employment-generating land uses (i.e., Visitor-Serving) on the site has been deemed to be physically and economically infeasible (refer to Response to Section 30213 in <u>Table 5.1-4, above</u> ), and the City's jobs/housing ratio would remain unchanged, the proposed project is consistent with Policy 4.1 and would result in a less than significant impact in this regard.	No amendment needed.
Source: City of Seal Beach, <i>City of Seal Beach General Plan</i> , December 2003.		

### Land Use Element

The Land Use Element also specifies general objectives regarding the DWP Specific Plan. It notes that the project site “has potential for visitor-serving land uses and open space land uses. The potential for the development of a hotel use is also deemed feasible for this site.” The inclusion of approximately 6.4 acres of open space in the project is consistent with this statement, and the General Plan will be amended and remove references to a hotel and to accommodate the proposed residential uses.

The Land Use Element notes that “particular attention should be given to the question of pedestrian access to the river’s edge and to the creation of a landscape walkway and linear buffer along the entire length of the San Gabriel River from Westminster Avenue to the beach.” The project does not propose to change or alter the San Gabriel River Trail and thus is consistent with this Land Use Element objective. A less than significant impact would occur in this regard.

### *Land Use Plan Designations*

The project site’s proposed land use designations are illustrated on Exhibit 5.1-3, Proposed Land Use Designations, and outlined in Table 5.1-6, Summary of Proposed Land Use Designations. As indicated in Table 5.1-6, the project proposes to designate 6.4 acres as Open Space (Public Land Use Category), 4.5 acres as High Density Residential (Residential Land Use Category), and approximately 0.1 acre as General Commercial (Commercial Land Use Category). These proposed designations would be consistent with the proposed Specific Plan Amendment’s land use categories.

**Table 5.1-6  
Summary of Proposed Land Use Designations**

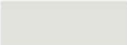



Area <sup>1</sup>	Proposed General Plan Land Use Designation/Category	Acres
Open Space		
1*	Open Space (Public Land Use Category)	0.245
2*		0.23
3*		4.74
4*		1.19
Subtotal Proposed Open Space		6.4*
High Density Residential		
	Residential High-Density (RHD) (Residential Land Use Category)	
5*		4.23
7*		0.06
8*		0.18
Subtotal Proposed High Density Residential		4.5*
General Commercial		
6	General Commercial (Commercial Land Use Category)	0.05
Subtotal Proposed General Commercial		0.05
Total Project Area		10.9
Note:		
1. These project Areas correspond with Exhibit 5.1-3, <u>Proposed Land Use Designations</u> , which illustrates the proposed General Plan land use designations.		
* Denotes the area is within the proposed Specific Plan Amendment, which would encompass 10.9 acres.		

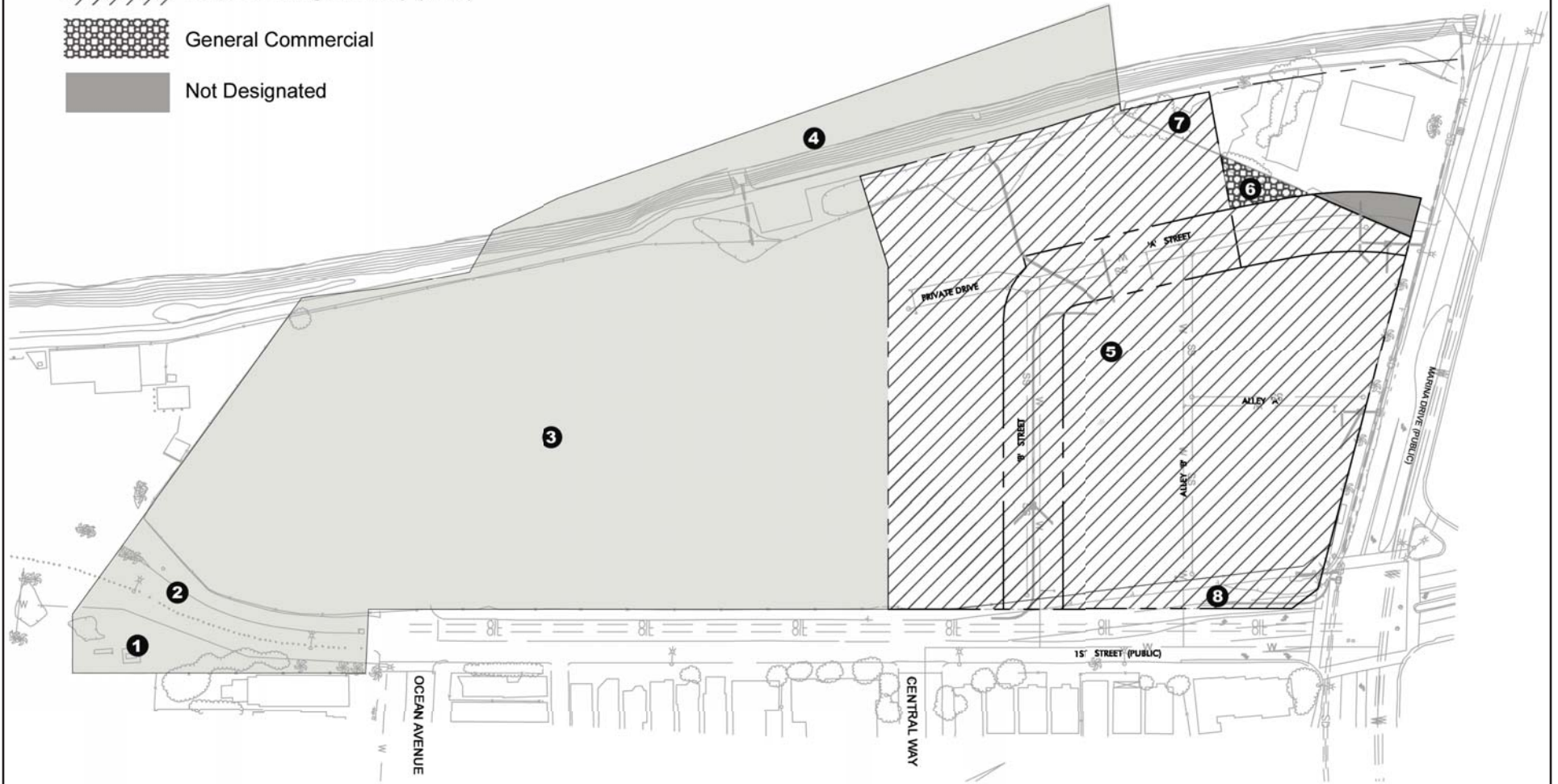
Table 5.1-7, *Comparison of Existing and Proposed Land Use Designations*, compares the existing and proposed General Plan land use designations. As indicated in Table 5.1-7, no land use change is proposed for 5.2 acres (Areas 1, 2, and 3), which would remain Open Space. The project proposes a Land Use Element (Figure 6) Amendment, changing the site's land use designations, as follows:

- 4.2 acres from Open Space to High Density Residential;
- 0.05 acre from Open Space to General Commercial;
- 1.2 acres from No Designation to Open Space; and
- 0.3 acre from No Designation to High Density Residential.

Approval of a Land Use Element Amendment by the City would result in the project's compliance with the intended principal uses for the High Density Residential, General Commercial, and Open Space land use designations.

# Seal Beach General Plan Land Use Designations

-  Open Space
-  Residential High-Density (RHD)
-  General Commercial
-  Not Designated



NOT TO SCALE

**RBF**  
CONSULTING



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ENVIRONMENTAL IMPACT REPORT  
DEPARTMENT OF WATER AND POWER SPECIFIC PLAN AMENDMENT  
**Proposed Land Use Designations**

**Exhibit 5.1-3**

**Table 5.1-7  
Comparison of Existing and Proposed Land Use Designations**

Area	Existing	Proposed		General Plan Amendment
	General Plan Land Use Designation	General Plan Land Use Designation	Acres	
1	Open Space	Open Space	0.25	No
2			0.23	
3			4.74	
Subtotal Open Space No Change			5.2	
5 (in part)	Open Space	High Density Residential	4.12	Yes
7			0.06	
Subtotal Open Space to High Density Residential			4.2	
6	Open Space	General Commercial	0.05	Yes
Subtotal Open Space to General Commercial			0.5	
4	No Designation	Open Space	1.19	Yes
Subtotal No Designation to Open Space			1.2	
5 (in part)	No Designation	High Density Residential	0.11	Yes
8			0.18	
Subtotal No Designation to High Density Residential			0.3	
Total Project Area			10.9	

#### Circulation Element

The proposed Project is consistent with the Circulation Element as discussed in Table 5.1-5. Circulation Element Figure 15, *General Plan Circulation Element*, illustrates the City's existing and future roadways. There are no current plans to improve the roadway easement that traverses Area 3. A less than significant impact would occur in this regard.

#### Open Space/Recreation and Conservation Element

Open Space/Recreation and Conservation Element Figure OS-1, *Existing Parks, Recreation, and Open Space Areas*, illustrates the City's existing park, recreation, and open space areas. The Open Space Element would be amended as part of the proposed project to include the 6.4 acres of Parks and Open Space.

As concluded in the discussions and Table 5.1-5 above, the proposed project would not conflict with any applicable General Plan policy or regulation. A less than significant impact would occur in this regard.

**Mitigation Measures:** No mitigation measures are required.

**Level of Significance:** Less Than Significant Impact.

## CITY OF SEAL BEACH MUNICIPAL CODE TITLE 10, *SUBDIVISIONS*

### LU-4 THE PROPOSED PROJECT WOULD NOT CONFLICT WITH THE SEAL BEACH MUNICIPAL CODE TITLE 10 STANDARDS OR REGULATIONS.

**Impact Analysis:** The proposed Specific Plan Amendment would amend the DWP Specific Plan boundaries and land use categories, as described in detail in Section 3.0, *Project Characteristics*. The project components also include amendments to the Official Zoning Map and Zoning Code, and a Tentative Tract Map, among others. The proposed project has been analyzed for consistency with Municipal Code Title 10, *Subdivisions*, as follows.

Chapter 10.10, *Subdivision Map Approval Requirements*. The proposed project involves a 48-lot residential subdivision. Approval of this proposed subdivision requires the subdivider's compliance with all applicable provisions of Municipal Code Title 10 and the Map Act. Municipal Code Section 10.10.005.A, *Tentative Tract Map and Final Map*, specifies that each subdivider proposing to subdivide property into five (5) or more parcels requires a Tentative Tract Map. In compliance with Municipal Code Section 10.10.005.A, the subdivider (project applicant), which proposes to subdivide the project site into 48 lots, has applied for Tentative Tract Map No. 17425 (TTM).

Chapter 10.15, *Design and Improvements Requirements*. As part of the City's land use entitlement process, the proposed TTM would be evaluated and required to demonstrate compliance with Municipal Code Chapter 10.15. The subdivider would be required to provide all improvements specified in Municipal Code Sections 10.15.005 through 10.15.070 and any additional improvements specified through Conditions of Approval.

Approval of a Final TTM by the City would result in the project's compliance with Municipal Code Chapters 10.10 and 10.15, and the Map Act. A less than significant impact would occur in this regard.

Section 10.35.005, *Lot Line Adjustments*. The project also proposes two lot-line adjustments involving Areas 6 and 7. The DWP Specific Plan designated Area 6 for Visitor-Serving uses. The proposed Specific Plan Amendment would exclude this area from the DWP Specific Plan. Although the project proposes to change this area's zoning from SPR Zone to SC District, and join Area 6 with the adjoining off-site commercial property (APN 043-172-07) located to the northwest, no improvements are proposed in this area.

The DWP Specific Plan did not include Area 7, which is a part of the adjoining off-site commercial establishment and contains one occupied single-family dwelling (located on-site). The proposed Specific Plan Amendment would add this area to the DWP Specific Plan. Area 7 would also be joined to the DWP Specific Plan through a lot line adjustment. A zone change from SC District to SPR Zone is proposed. Area 7 forms part of the proposed TTM. Removal of the existing single-family dwelling is required in order to implement the proposed TTM.

These proposed lot line adjustments are permitted, pursuant to Municipal Code Section 10.35.005, which specifies that lot lines between four or fewer existing adjacent parcels may be adjusted, where land taken from one parcel is added to an adjacent parcel and where no more parcels are created than originally existed. In compliance with Municipal Code Section 10.35.005.B, *Application and Processing*, the applicant has submitted a Lot Line Adjustment Application to the City Engineer.

Approval of the proposed Lot Line Adjustments by the City would result in the project's compliance with Municipal Code Section 10.35.005. A less than significant impact would occur in this regard.

**Mitigation Measures:** No mitigation measures are required.

**Level of Significance:** Less Than Significant Impact.

## CITY OF SEAL BEACH MUNICIPAL CODE TITLE 11, ZONING

### LU-5 THE PROPOSED PROJECT WOULD NOT CONFLICT WITH THE SEAL BEACH MUNICIPAL CODE TITLE 11 STANDARDS OR REGULATIONS.

**Impact Analysis:** The proposed Specific Plan Amendment would amend the DWP Specific Plan boundaries and land use categories, as described in detail in Section 3.0, Project Characteristics. The project components also include amendments to the Official Zoning Map and Zoning Code, and a Tentative Tract Map, among others. The following is an analysis of the project's consistency with relevant Zoning Code Title 11 chapters and sections.

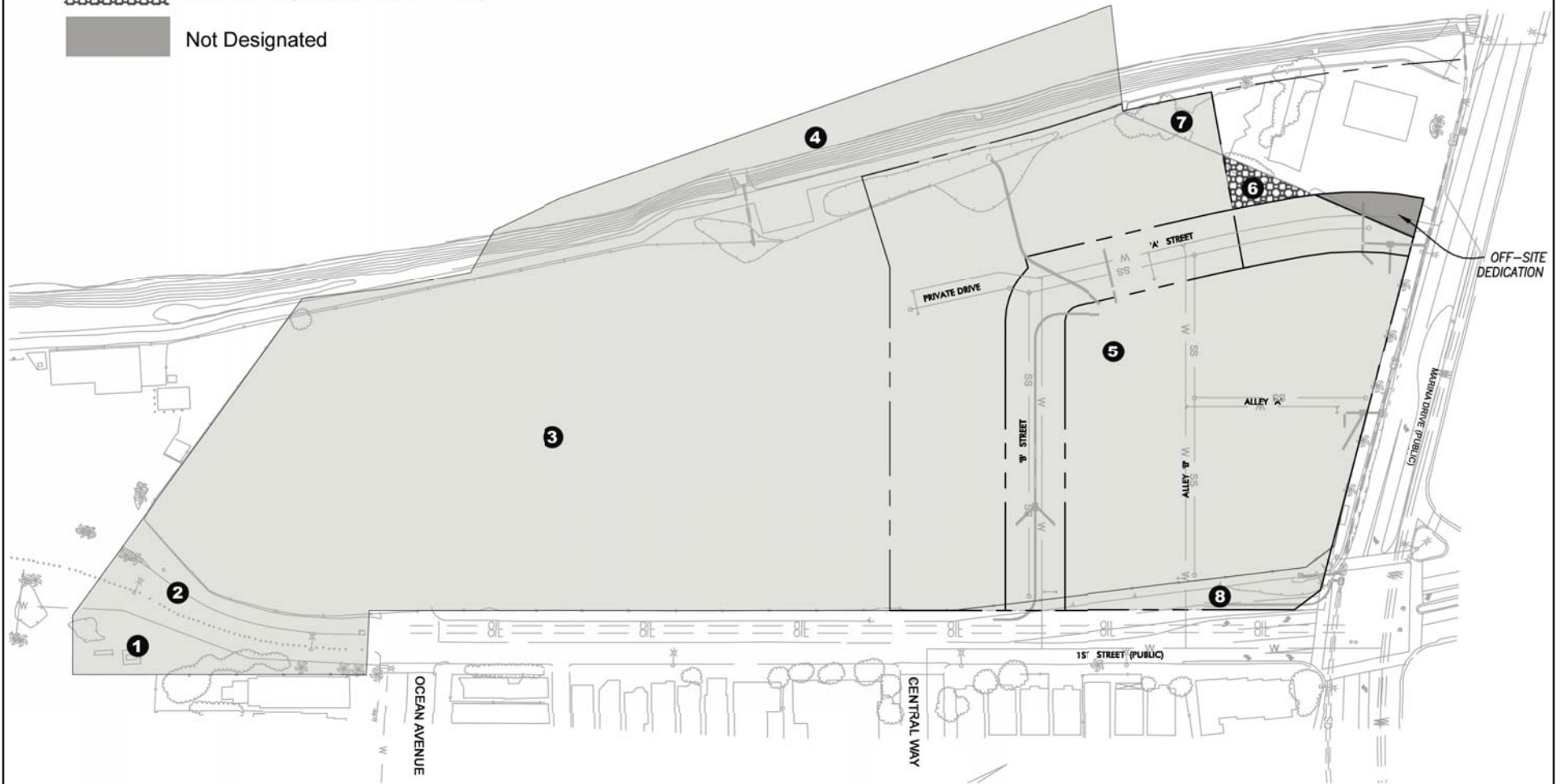
Section 11.1.05.030, Designation of Base and Overlay Districts. The City is classified into base and overlay zoning districts, as outlined in Zoning Code Table 11.1.05.030, *Zoning Districts*. The project site's proposed zoning districts are illustrated on Exhibit 5.1-4, Proposed Zoning Districts, and outlined in Table 5.1-8, Summary of Proposed Zoning Districts.

**Table 5.1-8  
Summary of Proposed Zoning Districts**

Area <sup>1</sup>	Proposed Zoning Districts	Acres
SPR Zone (Specific Plan Regulation)		
1	SPR Zone (Specific Plan Regulation) (Proposed Specific Plan Amendment)	0.25
2		0.23
3		4.74
4		1.19
		0.11
5		4.23
7		0.06
8		0.18
Subtotal Proposed SPR Zone (Proposed Specific Plan Amendment)		10.9
SC (Service Commercial)		
6	SC District (Service Commercial)	0.05
Subtotal SC District		0.05
Total Project Area		10.9
Note:		
1. These project Areas correspond with Exhibit 5.1-4, <i>Proposed Zoning Districts</i> , which illustrates the proposed zoning districts.		

# Seal Beach Zoning Code Zoning Districts

-  SPR Zone (Specific Plan Regulation)
-  SC District (Service Commercial)
-  Not Designated



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**Proposed Zoning Districts**

**Exhibit 5.1-4**

As indicated in Table 5.1-8, the project proposes to zone 10.9 acres as SPR Zone (Specific Plan Regulation), which would encompass the boundaries of the proposed Specific Plan Amendment; refer also to the *Proposed Specific Plan Amendment* Section below. Additionally, approximately 0.5 acre (Area 6) would be zoned SC District.

Table 5.1-9, *Comparison of Existing and Proposed Zoning Districts*, compares the existing and proposed zoning districts.

**Table 5.1-9  
Comparison of Existing and Proposed Zoning Districts**

Area	Existing	Proposed		General Plan Amendment
	Zoning District	Zoning District	Acres	
1	SPR Zone (Specific Plan Regulation)	SPR Zone (Specific Plan Regulation)	0.25	No
2			0.23	
3			4.74	
5 (in part)			4.12	
8			0.18	
Subtotal SPR No Change			9.5	
6	SPR Zone (Specific Plan Regulation) 0.0463	SC District (Service Commercial)	0.05	Yes
Subtotal SPR to SC			0.05	
4	No Zoning	SPR Zone (Specific Plan Regulation)	1.19	Yes
5 (in part)			0.11	
Subtotal No Zoning to SPR			1.3	
7	SC District (Service Commercial)	SPR Zone (Specific Plan Regulation)	0.06	Yes
Subtotal SC to SPR			0.1	
Total Project Area			10.9	

As indicated in Table 5.1-9, no zone change is proposed for 9.5 acres, which would remain SPR Zone. The project proposes amendments to the Official Zoning Map, changing the site's zoning districts, as follows:

- 0.05 acre from SPR Zone to SC District;
- 1.3 acres from No Zoning to SPR Zone; and
- 0.1 acre from SC District to SPR Zone

Approval of an amendment to the Official Zoning Map would result in the project's compliance with the Official Zoning Map and permitted uses for the SC District and SPR Zone. These proposed changes are considered less than significant impacts because Area 4 (1.2 acres) and Area 5 (0.1-acre portion) were part of the adopted DWP Specific Plan. Additionally, Area 6's exclusion from the SPR Zone is generally balanced with Area 7's addition to the SC District.



Chapter 11.2.10, Base District Regulations - Commercial and Mixed-Use Districts. As indicated above, 0.05 acre (Area 6) would change from SPR Zone to SC District. This area would become a part of the adjoining off-site commercial property. No improvements are proposed in this area, and Area 7's proposed zoning (SC District) would represent a continuation of the zoning (SC District) on the adjoining off-site commercial property. Additionally, as discussed above (Section 10.35.005, Lot Line Adjustments), Area 6's lot lines would be adjusted, joining these 0.05 acre with APN 043-171-07 (adjoining off-site commercial property) located to the northwest. Therefore, a less than significant impact would occur in this regard.

Chapter 11.3.25, Specific Plan Regulations. Pursuant to Zoning Code Section 11.3.25.005, *Permitted Uses*, all property in the SPR Zone shall be used only for the purposes permitted by the General Plan and the Specific Plan adopted for such property.

Chapter 11.5.15, Legislative Actions. Zoning Code Section 11.5.15.005 discusses the legislative actions involved with the General Plan, Zoning Code, and Specific Plans, among others. Pursuant to this Chapter, the proposed Amendments to the General Plan, Official Zoning Map, Zoning Code, and Specific Plan would require adoption by the City Council. The Zoning Code would be revised alongside adoption of the amended DWP Specific Plan, through a zone map amendment and text amendment.

According to Zoning Code Section 11.5.15.040.C, *Special Factors in Determining Specific Plan Standards*, prior to approving a specific plan or an amendment to a specific plan, the specific plan's proposed building height development standards shall consider the Zoning District, the site's former zoning, the heights of the surrounding buildings, and the impacts the proposed building heights would have on the surrounding land uses. The maximum building height for structures within the SPR Zone is 39 feet. According to the proposed Specific Plan Amendment Section 6, *Building Height*, the maximum building height for structures within the proposed Residential land use category is 25 feet, which is consistent with the height standard specified for the RHD-20 District; refer also to Zoning Code Table 11.2.05.015, *Development Standards for Residential Districts*. The Residential land use category's proposed building height standards would be below the SPR Zone's standard. As concluded above, the proposed changes in the site's zoning are considered a less than significant impact. Additionally, as concluded in Section 5.2, Aesthetics/Light and Glare, the future residential land uses would not significantly impact a scenic vista, as experienced from the surrounding land uses (i.e., Planning Area 1 - Old Town/Surfside). Therefore, the proposed project is considered in compliance with Zoning Code Chapter 11.5.15, and a less than significant impact would occur in this regard. The proposed Specific Plan Amendment is further analyzed in the *Proposed Specific Plan Amendment* Section, which follows.

***Mitigation Measures:*** No mitigation measures are required.

***Level of Significance:*** Less Than Significant Impact.

## PROPOSED SPECIFIC PLAN AMENDMENT

### LU-6 THE PROPOSED PROJECT WOULD NOT CONFLICT WITH THE DWP SPECIFIC PLAN STANDARDS OR REGULATIONS, AS AMENDED.

**Impact Analysis:** The proposed Specific Plan Amendment would amend the DWP Specific Plan boundaries and land use categories, as described in detail in Section 3.0, *Project Characteristics*. The project components also include amendments to the Official Zoning Map and Zoning Code, and a Tentative Tract Map (TTM), among others. The proposed DWP Specific Plan amendment is analyzed below for consistency with the DWP Specific Plan. Additionally, the proposed TTM is analyzed below for consistency with the proposed Specific Plan Amendment.

#### Proposed Specific Plan Amendment

The proposed Specific Plan Amendment provides the general locations of the two proposed land use categories (Open Space and Residential), descriptions of the categories, permitted uses within each category, development standards, circulation, architectural control and design, and required submittals.

The proposed Specific Plan Amendment boundaries and land use categories are illustrated on Exhibit 5.1-5, *Proposed Specific Plan Amendment*, and outlined in Table 5.1-10, *Summary of Proposed Specific Plan Amendment*. As indicated on Exhibit 5.1-5 and Table 5.1-10, approximately 4.5 acres are designated Residential, while approximately 6.4 acres are designated Open Space. The Residential and Open Space designations would constitute approximately 41 percent and 59 percent of the proposed Specific Plan Amendment, respectively.

No Amendment is proposed for 6.4 acres, which would remain Open Space category.

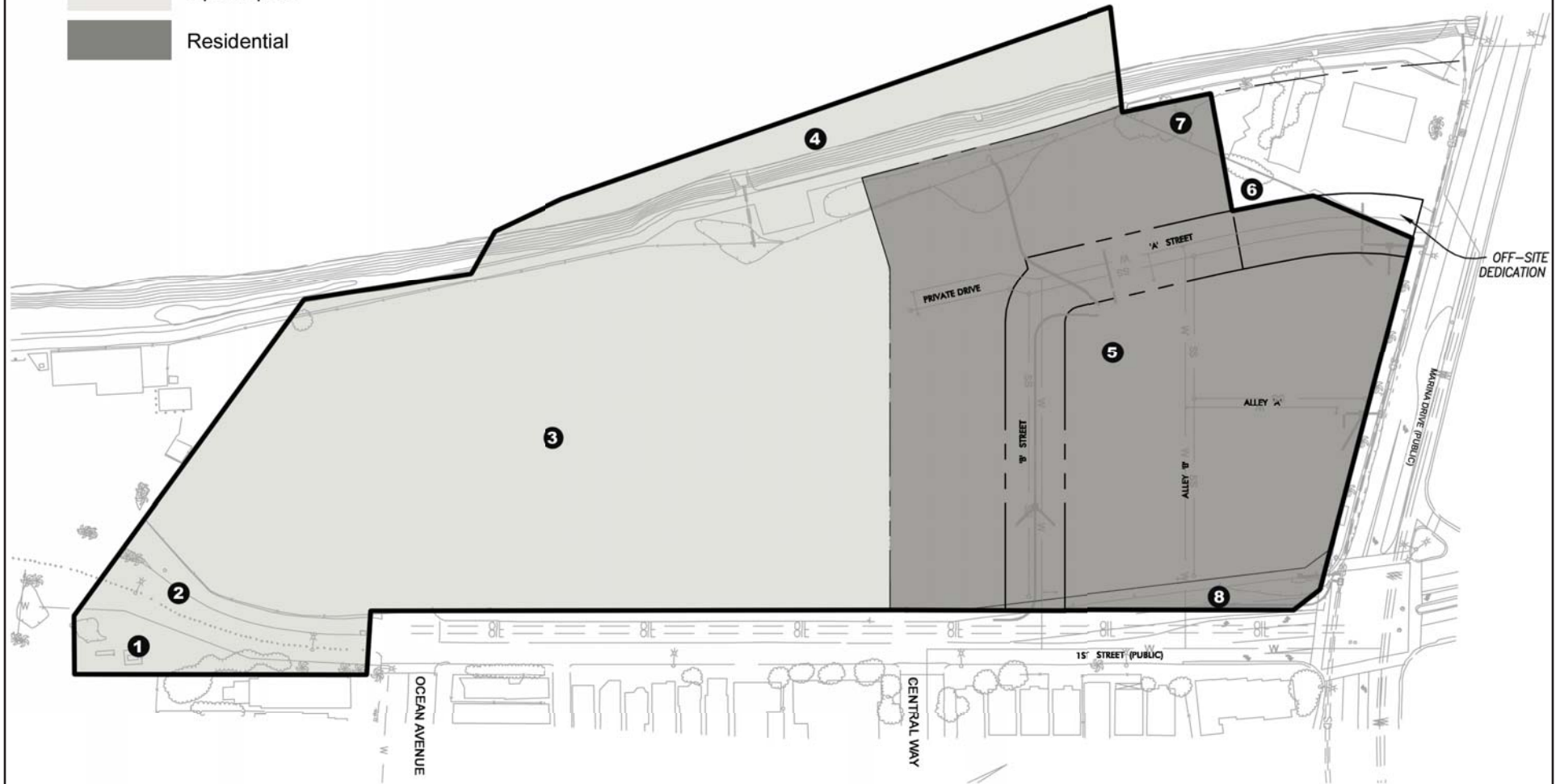
The proposed Specific Plan Amendment would allow the following amendments:

- 0.1 acre from Open Space to Residential;
- 4.1 acres from Visitor-Serving to Residential;
- 0.2 acre are added to the DWP Specific Plan (from No Category to Residential); and
- 0.05 acre are excluded from the DWP Specific Plan.

The DWP Specific Plan existing text would be replaced with the proposed Specific Plan Amendment text. The proposed Specific Plan Amendment text would take precedence over the existing DWP Specific Plan text. The City's Official Zoning Map would be amended, and the proposed Site Map (Exhibit 5.1-5) would serve as the Zoning Map for the proposed Specific Plan Amendment. This amendment would establish the proposed Specific Plan Amendment as the zoning for the 10.9-acre site. All future development proposals within the proposed Specific Plan Amendment would be evaluated by the City in order to ensure consistency with its Development, Architecture, and Design standards.

# DWP 2011 Specific Plan Land Use Categories

Specific Plan Area



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DEPARTMENT OF WATER AND POWER SPECIFIC PLAN AMENDMENT  
**Proposed Specific Plan Amendment**

**Exhibit 5.1-5**

**Table 5.1-10  
Summary of Proposed Specific Plan Amendment**

Area <sup>1, 2</sup>	Land Use Category	Acres	Percent of SPA
1	Open Space	0.25	
2		0.23	
3		4.74	
4		1.19	
Subtotal Open Space Category		6.4	59%
	Residential	0.11	
5		4.23	
7		0.06	
8		0.18	
Subtotal Residential Category		4.5	41%
Total Proposed Specific Plan Amendment		10.9	100%

Notes:

- These project Areas correspond with Exhibit 5.1-5, *Proposed Specific Plan Amendment*, which illustrates the proposed Specific Plan Amendment.
- Project Area 6 is not within the proposed Specific Plan Amendment.

The predominant change to the DWP Specific Plan that would occur with implementation of the proposed Specific Plan Amendment would involve changing the land use in the northern portion of the site from visitor-serving to residential uses. Development of a 150 room hotel on the site's northerly 30 percent has been deemed to be physically and economically infeasible based on the Financial Feasibilities Studies and Peer Review<sup>10</sup> of the Financial Feasibilities Studies conducted for this scenario, among others. Development of visitor-serving uses within the restricted northerly 30 percent of the site is physically infeasible because insufficient land area exists to construct the currently permitted 150-room hotel, including adequate surface parking, within the 35-foot height limitation. Development of visitor-serving uses, as well as six alternative scenarios analyzed in the studies, within the restricted northerly 30 percent of the site has been deemed economically infeasible because the projected net operating income would not be sufficient and the equity returns would be too low. Therefore, the proposed Specific Plan Amendment designates the northerly portion of the project site for Residential uses, in place of Visitor-Serving uses. Additionally, according to proposed Specific Plan Amendment, the development standards for the Residential land use category would be in accordance with the standards specified for the RHD-20 (Residential High Density-20) District; refer to Zoning Code Table 11.2.05.015, *Development Standards for Residential Districts*. Given that the land uses located to the north (River Beach Townhomes by the Sea) and east (Old Town Seal Beach) of the project site are similarly zoned high density residential, the proposed residential uses would represent a continuation of the surrounding zoning/land use patterns.

The proposed Specific Plan Amendment proposes to designate for residential use 0.2 acre of land southerly of the southerly boundary of the prolongation of Central Way. This 0.2 acre decrease in the area designated for recreational opportunities (i.e., Open Space) is concluded as a less than significant impact, based on the factors outlined below, and as concluded in Section 5.13, *Public Services and Utilities [Recreation]*:

<sup>10</sup> Kosmont Companies, *Peer Review and Site Specific Hotel Feasibility Evaluation*, September 19, 2011; refer to Appendix 11.12.

- The proposed 6.4 acres of open space land would exceed the proposed TTM's parkland demand of 0.84 acre pursuant to Municipal Code Section 10.50.010, *Park Land Dedications and Fees*;
- The project proposes that Area 2 (Driveway) continue to provide access to the public parking lot (RESA) and public beach located to the south; and
- The project proposes that Area 4 (Bike Trail/River) continue to be used for regional recreational purposes.

Further, these changes in land use are concluded as less than significant impacts given that the proposed Specific Plan Amendment is determined to be overwhelmingly consistent with the Coastal Act (refer to Impact Analysis LU-1 and Table 5.1-4, *Coastal Act Policies Consistency Analysis*) and the City's General Plan (refer to Impact Analysis LU-2 and Table 5.1-5, *General Plan Consistency Analysis*).

#### Tentative Tract Map No. 17425

The project proposes development of a 48-lot residential subdivision (proposed Tentative Tract Map No. 17425), as illustrated on Exhibit 3-3, *Conceptual Site Layout*. As indicated on Exhibit 3-3, Lots 1 through 48 would consist of residential lots, ranging in size from approximately 0.062 acres (2,700 square feet) to 0.075 acres (3,284 square feet). The minimum width and depth of the proposed lots would be 25 feet by 100 feet, although most would be 25 feet by 108 to 110 feet. The following analyzes the proposed TTM for compliance with the land use development plan and general development standards outlined in the proposed Specific Plan Amendment.

Land Use Categories and Permitted Uses. The proposed Specific Plan Amendment boundaries and land use categories are illustrated on Exhibit 5.1-5 and outlined in Table 5.1-10. As indicated on Exhibit 5.1-5 and Table 5.1-10, the area generally located north of the Central Way ROW prolongation (4.5 acres) is designated Residential. According to the proposed Specific Plan Amendment, the permitted uses in the Residential land use category include single-family dwelling units, among others. The TTM proposes the development of single-family lots within the 4.5-acre area designated residential, in compliance with the proposed Specific Plan Amendment's land use categories and permitted uses. A less than significant impact would occur in this regard.

Development Standards. The residential portion of the project would be built according to the RHD-20 (Residential High Density-20) District, as outlined in Table 5.1-11, *Development Standards Consistency Analysis*, although the zoning would remain SPR. The Specific Plan contains additional development standards related to design, landscaping, and circulation. A less than significant impact would occur in this regard.

***Mitigation Measures:*** No mitigation measures are required.

***Level of Significance:*** Less Than Significant Impact.

**Table 5.1-11  
Development Standards Consistency Analysis**

Description	Standard	Proposed	Complies
Maximum Density	1 DU/2,178 square-foot lot 4.5 acres = 196,020 square feet 196,020 square feet / 2,178 square feet = 90 DU	48 DU	Yes
Minimum Lot Area Interior Corner	2,500 square feet	Minimum: 2,687 square feet Maximum: 3,284 square feet Average: 2,752 square feet	Yes
Minimum Lot Size Interior Corner	25 feet x 100 feet	Minimum: 25 feet by 100 feet (Most 25 feet by 108 - 110 feet)	Yes
Notes: DU = Dwelling Unit			
Source: Zoning Code Table 11.2.05.015, <i>Development Standards for Residential Districts</i> .			

## REDEVELOPMENT PLAN FOR THE RIVERFRONT REDEVELOPMENT PROJECT

### LU-7 THE PROPOSED PROJECT WOULD NOT CONFLICT WITH THE REDEVELOPMENT PLAN FOR THE RIVERFRONT REDEVELOPMENT PROJECT STANDARDS OR REGULATIONS.

**Impact Analysis:** The project proposes amending the Redevelopment Plan to allow residential uses instead of commercial uses in the northerly portion of the project site. The text of Redevelopment Plan Section 500, Uses Permitted in the Project Area, would be revised to read:

“3. (Section 505) - ~~COMMERCIAL~~RESIDENTIAL/PARK DEVELOPMENT - A specific plan has been adopted for areas 9 and 10 to include a ~~commercial~~ residential development and a public park/open space. That specific plan is hereby incorporated as the land use, and regulations for areas 9 and 10, as it may be amended from time-to-time.”

Other amendments may be necessary to make the Redevelopment Plan internally consistent. Approval of the the necessary amendment(s) by the Seal Beach Redevelopment Agency would result in the project’s compliance with the Redevelopment Plan. These proposed amendments are considered less than significant impacts because the proposed amendments would enable project implementation, which would be in furtherance of the Redevelopment Agency’s objectives to install/construct streets, utilities, and other site improvements.

**Mitigation Measures:** No mitigation measures are required.

**Level of Significance:** Less Than Significant Impact.

## 5.1.5 CUMULATIVE IMPACTS

### ■ THE PROPOSED PROJECT, COMBINED WITH OTHER RELATED CUMULATIVE PROJECTS, WOULD NOT CONFLICT WITH APPLICABLE LAND USE PLANS, POLICIES, OR REGULATIONS.

**Impact Analysis:** As outlined in Table 4-1, Cumulative Projects List, and illustrated on Exhibit 4-1, Cumulative Project Locations, the related projects and other possible development would occur in the cities of Seal Beach and Long Beach. Based on the projects identified in Table 4-1, cumulative development would result in the River's End Staging Area and San Gabriel River Bikeway Enhancement Plan, 221,062 square feet of commercial (retail, restaurant, theater, marine/science center, and 99-seat theater), 325 residential dwelling units, 3.0-acre park expansion, and 100-room hotel.

#### Regional: Southern California Association of Governments

SCAG's IGR Section is responsible for performing a consistency review of local plans, projects, and programs with regional plans. Regionally significant projects are reviewed for consistency with the 2008 RCP and the 2008 RTP. The criteria for projects of regional significance are outlined in the CEQA Guidelines, Sections 15125 and 15206, and projects that directly relate to the policies and strategies contained in the 2008 RCP and the 2008 RTP. Each cumulative project would be evaluated on a project-by-project basis, in order to determine its regional significance, if any. Following the determination of regional significance, project documentation is reviewed and an assessment is made as to whether the project is consistent with or supportive of a specific Regional Comprehensive Plan and Guide (RCPG) and/or 2008 RTP policy. As all development would be subject to the SCAG IGR Section review, and would be required to comply with the relevant policies and strategies, cumulative impacts with respect to regional plans would be less than significant.

#### Local: Coastal Program, General Plan, Redevelopment Plan, and Municipal Code Consistency

As discussed above, cumulative development would result in new commercial, residential, recreational, and hotel uses. Development of the project site, combined with other development, would not result in any cumulative land use impacts as other projects are implemented within the City of Seal Beach, as well as the City of Long Beach. Projects would be evaluated on a project-by-project basis. Each proposed project would undergo a similar plan review process as the proposed project, in order to determine potential land use planning policy and regulation conflicts. Each cumulative project would be analyzed independent of other projects, within the context of their respective land use and regulatory setting. As part of the review process, each project would be required to demonstrate compliance with the provisions of the applicable land use designation(s) and zoning district(s). It is assumed that cumulative development would progress in accordance with the relevant Local Coastal Program, General Plan, Redevelopment Plan, and Municipal Code of the respective jurisdictions. Each project would be analyzed in order to ensure that the goals, objectives, and policies of the respective General Plan, and regulations and guidelines of the respective Municipal Code are consistently upheld. Moreover, as concluded above, the project is consistent with the Coastal Program, and consistent with the General Plan, Redevelopment Plan, and Municipal Code. Analysis has concluded that impacts are less than significant and no mitigation is required.

***Mitigation Measures:*** No mitigation measures are required.

***Level of Significance After Mitigation:*** Less Than Significant Impact.

## **5.1.6 SIGNIFICANT UNAVOIDABLE IMPACTS**

With the amendments discussed in this Section, the proposed project complies with the goals and objectives of the Coastal Act, Seal Beach General Plan, Seal Beach Municipal Code, and the Redevelopment Plan for the Riverfront Redevelopment Project. Thus, there are no significant unavoidable impacts as to land use and relevant policies.



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